

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming are checked below.

- Coloured covers /
Couverture de couleur
- Covers damaged /
Couverture endommagée
- Covers restored and/or laminated /
Couverture restaurée et/ou pelliculée
- Cover title missing /
Le titre de couverture manque
- Coloured maps /
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black) /
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations /
Planches et/ou illustrations en couleur
- Bound with other material /
Relié avec d'autres documents
- Only edition available /
Seule édition disponible
- Tight binding may cause shadows or distortion
along interior margin / La reliure serrée peut
causer de l'ombre ou de la distorsion le long de la
marge intérieure.
- Blank leaves added during restorations may
appear within the text. Whenever possible, these
have been omitted from filming / Il se peut que
certaines pages blanches ajoutées lors d'une
restauration apparaissent dans le texte, mais,
lorsque cela était possible, ces pages n'ont pas
été filmées.
- Additional comments /
Commentaires supplémentaires:

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated /
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed /
Pages décolorées, tachetées ou piquées
- Pages detached / pages détachées
- Showthrough / Transarence
- Quality of print varies /
Qualité inégale de l'impression
- Includes supplementary materials
Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips,
tissues, etc., have been refilmed to ensure the
best possible image / Les pages totalement ou
partiellement obscurcies par un feuillet d'errata,
une pelure, etc., ont été filmées à nouveau de
façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or
discolourations are filmed twice to ensure the best
possible image / Les pages s'opposant ayant des
colorations variables ou des décolorations sont
filmées deux fois afin d'obtenir la meilleure image
possible.

Various pagings.

In Sessional papers No. 1, Appendices to the tenth annual report ..., pages 219 & 362 are incorrectly numbered pages 19 & 262.

SESSIONAL PAPERS.

VOLUME 1.

FIFTH SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1878.



VOLUME XI.

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

B90803

77026

LIST OF SESSIONAL PAPERS.

VOL. XI.—SESSION 1878.

ARRANGED ALPHABETICALLY.

	No.		No.
Accidents, Railway	78	Gauvreau, J. P.	116
Accounts, Public.....	5	Geological Survey.....	126
Advertising.....	87	Giblin, John.....	95
Agricultural Report.....	9	Governor General, Expenses to Manitoba.....	39
Alaska	125	Great Village.....	145
Ammunition, Volunteers.....	103		
Appointments to Office.....	146	Halifax Commission.....	147
Arichat, Hawkesbury and Antigonish Mails... 40	40	Harbour Board, Lake St. Peter	27
do Pilotage Rules.....	40	Harbour Commissioners, Q. M. O. and O. Ry. 26	26
do Breakwater.....	40	Harbour of Matane.....	57
Australian Colonies.....	43	Harbour Master, Collingwood.....	100
		Harbour Master, Port Colborne.....	76
Baie St. Paul, Piers, &c.	36	Harvey, John.....	29
Banks	15	Haws, Suit of.....	143
Baptisms, Marriages, &c.....	13	Horses, &c., Imported.....	72
Bonds and Securities.....	35		
Boswell, J. K.....	98	Indian Lands, Timber Sales.....	79
Breakwater, West Arichat, C.B.	138	Ingonish Harbour.....	74
British Columbia, Money paid to.....	37	Inland Revenue Report and Supplements..... 3	3
do Fisheries.....	42	Insurance Reports.....	14
do Pensions of Public Officers.....	131	Intercolonial Railway.....	21
		Interior Report.....	10
Cadets, Royal Navy.....	99	Iron, purchased by Government.....	88
Cadigan, J.....	113		
Canada Central Extension.....	28	L'Ardoise Breakwater.....	54
Canada Pacific Railway.....	20	La Banque Nationale.....	135
do do Spikes.....	108	Lachine Canal.....	23
do Telegraph.....	52	Lake Erie Harbour.....	47
Canada Southern Railway.....	75	Lakes, Manitoba, &c., Surveys.....	110
Canadian Built Ships.....	70	Land, Canal Purposes.....	130
Carron Brook Village.....	117	Lapsed Balances, 1876-77.....	67
Cascumpec Harbour.....	92	Library of Parliament	11
Certificates, Schools of Gunnery.....	133	Lingan Harbour, C.B.	51
City and District Savings Bank, Montreal..... 105	105		
Collingwood, Harbour, Master of.....	100	McDonald, D.....	111
Corbett, James.....	114	McFarlane, Hon. Alex.....	102
Cow Bay, C.B.....	120	McNeil, R.....	124
Cullers' Pensions	59		
Customs.....	141	Mails, Quebec and Murray Bay.....	121
Customs Duties, St. John, N.B.....	77	Malpeque Breakwater.....	60
		Matane and Fox River Telegraph.....	25
Dawson Route	90	Matane, Harbour of.....	57
Dominion Lands.....	53	Maritime Court of Ontario.....	31
Dominion Police	137	Marine Department, Quebec, Employés of..... 63	63
		Marine and Fisheries Report with supplements 1	1
Employés, Department of Marine, Quebec..... 63	63	do do Prince Edward Island.....	138
Estimates.....	5	Meat, Imported.....	73
Excise, Stamps and Customs	141, 142	Military College and Schools.....	49
Expenses of Committees	34	Military Forts, Point Lévis	50
		Militia Report.....	8
Fish-Breeding, Miramichi, N.B.....	81	Ministerial Changes, Quebec.....	68
Fort Frances Lock.....	32	Miramichi, N.B., Fish-Breeding.....	81
Fraser River, Salmon Fishing.....	89	Montreal City and District Savings Bank ... 103	103
		Montreal Harbour Board, Lake St. Peter..... 27	27

	No.		No.
Montreal Harbour Com., Q. M. O. and O Ry.	26	Ross, Angus.....	94
Morris, Hon. A.	132	Royal Navy, Cadets.....	99
Muir Post Office	144	St. Athanase, Parish of	104
New Campbellton Post Office	48	St. Charles River	69
"Northern Light," Steamer	101	St. John's Bridge	93
Northern Railway, Royal Commission	119	St. Peter's Canal	46
North-West Territories	45	Salmon Fishing, Fraser River	89
North American Continent	127	Saskatchewan River	61
Donoghue, W. N.	55	Schools of Gunnery	133
Oromocto Shoals	82	Secretary of State's Report	4
Ottawa River, Sixty-Mile Level	22	Ships, Canadian Built	70
Pacific Railway, Canada	20	South Gut, Post Office	106
Paris Exhibition	85	Special Warrants	17
Pembina Branch Railway	64	Spikes, Canada Pacific Railway	108
Penitentiaries Report	12	Stamps	141
Pensions, Cullers	59	Statutes	19
Pensions, Public Officers, B.C.	131	Steam Vessels, Remeasurement	71
Philadelphia Exhibition	62	Superannuation	18
Piers, Baie St. Paul, Malbaie, &c.	36	Supreme and Exchequer Courts	80
Pilotage Rules, Arichat	40	Surveys, Lakes Manitoba, &c.	110
Plaster of Paris	122	Taylor, I. B., and Moylan, J. G.	30
Poplar Point, Manitoba	84	Territories, N. A. Continent	127
Port Colborne Harbour Master	76	Thousand Islands	134
Port Hastings and Narrows, N.S.	107	Tignish Breakwater	66
Postmaster-General's Report	6	Timber Sales, Indian Lands	79
Post Offices, N.B.	112	Timber and Sawed Lumber, Imported	139
Prince Edward Island, Printing	33	Tolls, Upper Ottawa Improvement Company	136
Prince Edward Island Railway, Wire Fence	109	Trade and Navigation Report	2
do do Marine & Fisheries Dept	138	Trawls or Bultows	86
Public Accounts	5	Tremblay, P. A.	65
Public Works Report	7	Tubing	118
Public Works, sums expended on	44	Unforeseen Expenses	16
Quarantine Hospital, Sydney, C.B.	83	Upper Ottawa Improvement Company	136
Quebec and Murray Bay Mails	121	Vallée, J. S.	129
Railway Accidents	78	Veterans of 1812-13	38
Railway Reserve, Winnipeg	56	Victoria Bridge, Grand Trunk Railway	24
Railway Statistics of Canada	96	Victoria Harbour, Wood Island	91
Railway Stock in Bond	123	Victoria Mines, C.B.	115
Rat River Settlement	128	Volunteer Ammunition	103
Red River Losses	97	Warrants, Special	17
Re-measurement of Steam Vessels	71	Welland Canal	56
Rimouski, Gaspé and Bonaventure	41	West Arichat, C.B., Breakwater	40
		Windsor and Annapolis Railway	140
		Wire Fence, Prince Edward Island Railway	109

LIST OF SESSIONAL PAPERS,

ARRANGED NUMERICALLY AND IN VOLUMES.

CONTENTS OF VOLUME No. 1.

- No. 1... MARINE AND FISHERIES :—Tenth Annual Report of the Department of, for the fiscal year ended 30th June, 1877.
 — SUPPLEMENT No. 1 :—List of Lights on the Coasts, Rivers and Lakes, of the Dominion of Canada, on the 31st December, 1877.

CONTENTS OF VOLUME No. 2.

- MARINE AND FISHERIES—SUPPLEMENT No. 2 :—Report of the Chairman of the Boards of Steamboat Inspection, Examiners of Masters and Mates, Harbour Commissioners, Pilotage Authorities, &c., for the fiscal year ended 31st December, 1877.
 — SUPPLEMENT No. 3 :—Reports of the Meteorological, Magnetic and other Observatories of the Dominion of Canada, for the calendar year ended 31st December, 1877.

CONTENTS OF VOLUME No. 3.

- MARINE AND FISHERIES—SUPPLEMENT No. 4 :—List of Vessels on the Registry Books of the Dominion of Canada, on the 31st day of December, 1877.
 — SUPPLEMENT No. 5 :—Report of the Commissioner of Fisheries, for the year ending 31st December, 1877.

CONTENTS OF VOLUME No. 4.

- No. 2... TRADE AND NAVIGATION :—Tables of the Trade and Navigation of the Dominion of Canada, for the year ending 30th June, 1877.

CONTENTS OF VOLUME No. 5.

- No. 3... INLAND REVENUE :—Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1877.
 — SUPPLEMENT No. 1 :—To the Inland Revenue Report, for the year ended 30th June, 1877.
 — 2 :—Weights and Measures for 1877.
 — 3 :—Adulteration of Food for 1877.

- No. 4... SECRETARY OF STATE FOR CANADA :—Report of, for the year ended 31st December, 1877.

CONTENTS OF VOLUME No. 6.

- No. 5... PUBLIC ACCOUNTS OF THE DOMINION OF CANADA :—For the fiscal year ended 30th June, 1877.
 ESTIMATES :—Estimates of the sums required for the service of the Dominion, for the year ended 30th June, 1879.
 — Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1878.
 — Further Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1878.
 — Further Supplementary Estimates of sums required for the service of the Dominion, for the year ending 30th June, 1879.

CONTENTS OF VOLUME No. 7.

- No. 6... POSTMASTER GENERAL :—Report of, for the year ending 30th June, 1877.
 No. 7... PUBLIC WORKS :—General Report of the Minister of, for the year ended 30th June, 1877.

CONTENTS OF VOLUME No. 8.

- No. 8... MILITIA:—Report on the State of the Militia of the Dominion of Canada, for the year 1877.
- No. 9... AGRICULTURE:—Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year 1877.
- No. 10... INTERIOR:—Report of the Department of the Interior, for the year ended 30th June, 1877.

CONTENTS OF VOLUME No. 9.

- No. 11... LIBRARY OF PARLIAMENT:—Report of the Librarian on the state of.
- No. 12... PENITENTIARIES:—Report of the Minister of Justice on, for the six months ended 30th June, 1877.
- No. 13... BAPTISMS, MARRIAGES AND BURIALS:—General Statement of, for certain Districts in the Province of Quebec, for the year 1877. (*Not printed.*)
- No. 14... INSURANCE:—Report of the Superintendent of, for the year ending 31st December, 1876.
 Abstract of Statements made by Companies licensed to do business of Fire or Inland Marine Insurance in Canada, for the year 1877.
 Names of the Foreign Mutual Life and Stock Companies that have not complied with the Consolidated Insurance Act of last Session in respect of deposits for future business.
- No. 15... BANKS:—List of Shareholders of the several Banks of the Dominion of Canada.

CONTENTS OF VOLUME No. 10.

- No. 16... UNFORESEEN EXPENSES:—Statement of Payments charged to Unforeseen Expenses under Orders in Council from the 1st of July, 1877, to date.
- No. 17... WARRANTS, SPECIAL:—Statement of Special Warrants of His Excellency the Governor General, issued in accordance with the Act 31 Vic., cap. 5, sec. 35, from the 1st of July, 1877, to the 9th of February, 1878, inclusive.
- No. 18... SUPERANNUATION:—Statement of Allowances and Gratuities under the Act 33 Vic., cap. 4.
 Return to Order, Statement of the reason in each case for the superannuation of the persons in the Civil Service mentioned in the Return laid before this House on the 18th February.
- No. 19... STATUTES:—Official Return of the distribution of the Statutes of the Dominion of Canada, being 40 Victoria, Fourth Session of the Third Parliament, 1877. (*Not printed.*)
- No. 20a... PACIFIC RAILWAY, CANADA:—Return to Order, Reports of Engineers and correspondence having reference to any actual surveys, or proposed survey, in connection with the Canadian Pacific Railway from the Red River westward, south of Lake Manitoba. (*Not printed.*)
- No. 20b... —Return to Order, Correspondence with the Minister of Public Works and the Engineer staff of the said Department in connection with the engagement of employees for the Pacific Railroad survey, and the routes (if any) they were instructed to take; also correspondence in reference to the carrying of emigrants, &c., by the Sarnia or Collingwood route since 1874. (*Not printed.*)
- No. 20c... —Return to Order, Statement of the number of miles surveyed, and the expenditure for such surveys, on the Pacific Railway, &c. (*Not printed.*)
- No. 20d... —Return and Supplementary Return to Address, Reports made in 1877, by Admiral DeHorsey, respecting the Port or Ports most suitable for a Terminus of the Canadian Pacific Railway in British Columbia.
- No. 20e... —Return to Order, Statement showing the amount of moneys disbursed up to 1st January, 1878, upon Contracts Nos. 13, 14, 15, 23 and 25, of the Canada Pacific Railway. (*Not printed.*)
- No. 20f... —Return to Order, Copy of every Report of the Chief Engineer, or any other Engineer of the Canadian Pacific Railway, suggesting or recommending a survey in 1876 and 1877, of the whole or part of the route between Burrard's Inlet and Yellow Head Pass, with copy of any order or instructions sent respecting the said survey. (*Not printed.*)
- No. 20g... —Return to Address, Progress estimates of work done under Contract 15 of the Canada Pacific Railway, and information as to the mode of making payments therefor. (*Not printed.*)

No. 20h.	Return to Order, Statement showing the number of miles actually graded and ready for track-laying and ballasting, under Contracts Nos. 13, 14, 15 and 25, of the Canada Pacific Railway; also number of miles of rails actually laid under said Contracts up to 1st January, 1878.
No. 20i.	Return to Order, Reports of Engineers, relating to the survey and location of the line of the Pacific Railway between the Red River and Battleford, and also all Reports relating to the proposed line of said railway between the same points, but south of Lake Manitoba.
No. 20j.	Reports and Documents in reference to the location of the line and the Western Terminal Harbour, of the Canadian Pacific Railway, by Sanford Fleming, C.M.G., Engineer in Chief, 1878.
No. 20k.	Return to Address, Copies of all Contracts on which tenders were invited for the construction of houses for the Engineers on the branch of the Canada Pacific Railway from Fort William to Selkirk—the cost of each house, the names of the contractors, the number of houses built, with the amount paid the contractor, and the number of those houses destroyed by fire, if any.
No. 20l.	Return to Order, Report of Exploration made by Mr. Bell, C.E., on the proposed route of the Canada Pacific Railway from Nipigon to the junction with the Thunder Bay, or Kaministiquia Branch of the said railway.
No. 20m.	Return to Address, Instructions to Mr. Fleming, Engineer-in-Chief of the Pacific Railway, on the subject of a series of questions, submitted through the Colonial Office to naval officers and others, relating to certain harbours in British Columbia, and a site for the terminus of the line on the Pacific Coast. (<i>Not printed.</i>)
No. 21a.	INTERCOLONIAL RAILWAY:—Return to Order, Statement shewing the particulars of all amounts in addition to salary paid to any General or Departmental officer of the Intercolonial Railway, during the year 1876. (<i>Not printed.</i>)
No. 21b.	Return to Order, Statement showing the quantity of work done in enlarging the Railway Water Works at Moncton, during the year 1876. (<i>Not printed.</i>)
No. 21c.	Return to Order, Statement showing the sums of money paid C. J. Brydges, for the year ending 30th June, 1876, showing salary whilst the Intercolonial Railway was under construction; and salary for management; also expenses of his office at Montreal, Ottawa and Moncton; and amount of his travelling expenses for the same period. (<i>Not printed.</i>)
No. 21d.	Return to Order, Correspondence between Mr. James Niven, of Newcastle, Miramichi, N.B., and the Officers of the Intercolonial Railway and the Government, in reference to the killing, by one of the trains of said road, on the 23rd of February last, of five head of cattle of the said James Niven. (<i>Not printed.</i>)
No. 21e.	Return to Order, Statement showing for each month of the two years ending 31st December, 1876, the following particulars in relation to the working and management of the Intercolonial Railway:—1st. The number of miles run by the engines in each service; 2nd. The gross working expenses, without deductions, &c.; 3rd. The particulars of all charges made for the use of engines and cars, as well as for railway freight, &c.; 4th. The average in detail before and after deductions have been made; 5th. A statement giving detailed information in relation to the special trains for the conveyance of passengers or officers of the railway, which were run from the 1st July, 1875, to the 31st December, 1876. (<i>Not printed.</i>)
No. 21f.	Return to Order, Statement showing the original size and cost, exclusive of heating apparatus, of the brick building at Moncton known as the general offices of the Intercolonial Railway, &c. (<i>Not printed.</i>)
No. 21g.	Return to Order, Statement showing the particulars in regard to a main brick sewer constructed through the station yard of the Intercolonial Railway at Moncton during the past year, &c. (<i>Not printed.</i>)
No. 21h.	Return to Order, Statement shewing the expenditure incurred during the last two years ending January 31st, 1877, for carpets, furniture, &c., fittings for the General Offices of the Intercolonial Railway at Moncton. (<i>Not printed.</i>)
No. 21i.	Return to Order, Statement of the number of miles of the Intercolonial operated on 1st July, 1873, and the cost; also for 1st July, 1874, 1875, 1876, 1877.
No. 21j.	Return to Address, All Orders in Council, &c., relative to the fixing of the headquarters of the Intercolonial Railway at Moncton. (<i>Not printed.</i>)
No. 21k.	Return to Order, Statement shewing the quantities, kinds and cost of rails, fish-plates, bolts and nuts, spikes and sleepers on hand but not in use on 30th June, 1875—received during the year ending 30th June, 1876—used and otherwise disposed of during the same period—the balance on hand but not in use at that date, &c. (<i>Not printed.</i>)
No. 21l.	Return to Order, Statement shewing which of the Bridges and Culverts of the Intercolonial Railway between Picton and Halifax received extensive repairs and alterations, or were renewed in part or in whole, during the seasons of 1875 and 1876, &c. (<i>Not printed.</i>)
No. 21m.	Return to Order, Of all expenditure for repairs and additions incurred by the Intercolonial Railway Department on the Tupper House, Hollis Street, Halifax, used as a Ticket Office for that Department. (<i>Not printed.</i>)
No. 21n.	Return to Order, Statement shewing the names, &c., of all persons, except ordinary mechanics and laborers, in the service of the Intercolonial Railway on the 31st March, 1876, and on the 31st December last.

- No. 21o...—Return to Address, Correspondence between the Government and T. M. Boggs in relation to his dismissal from the office of Train Despatcher at Truro on the Intercolonial Railway. (*Not printed.*)
- No. 21p...—Return to Address, Correspondence connected with the removal from office or resignation of George Taylor from the office of Assistant Railway Superintendent of the Intercolonial Railway. (*Not printed.*)
- No. 21q...—Return to Order, Correspondence between Mrs. Edward Murphy, of Barnaby River, Miramichi, N. B., and the officers of the Intercolonial Railway, in relation to the killing of a cow on said Railway. (*Not printed.*)
- No. 21r...—Return to Address, Correspondence relating to shipment of grain or other articles, by way of the Intercolonial Railway, at Halifax for Europe.
- No. 21s...—Return to Address, Statement shewing all contracts given since 1867, including those of the Intercolonial Railway, those awarded to the lowest tender, and those given to others.
- No. 21t...—Return to Address, Correspondence respecting a Railway Bridge across the Falls at St. John, New Brunswick, to connect the Intercolonial Railway with that of Western Extension at said Falls. (*Not printed.*)
- No. 21u...—Return to Order, Statement shewing the amounts paid annually for carrying the Mail between Kamouraska and the Railway Station at St. Paschal since the Express Train on the Intercolonial Railway began to deliver the Mail at that Station. (*Not printed.*)
- No. 21v...—Return to Order, Shewing all fees paid by the Department of Justice, in connection with the Intercolonial Railroad, to Counsel and Attorneys in connection with any business before the Supreme Court. (*Not printed.*)
- No. 22... OTTAWA RIVER, SIXTY MILE LEVEL:—Return to Order, Reports of Engineers respecting the greater rise in the waters of the sixty mile level of the River Ottawa, between Chaudière Falls and the Long Sault Rapids, than the levels below and above those points. (*Not printed.*)

CONTENTS OF VOLUME No. 11.

- No. 23... LACHINE CANAL, ENLARGEMENT OF:—Return to Order, Correspondence, letters and telegrams between the Government and the proprietors of the lands in the neighbourhood of the proposed enlargement of the Lachine Canal, from the first of March, 1875, up to the 10th March, 1877, &c. (*Not printed for Sessional Papers—for distribution only.*)
- No. 23b...—Return to Address, shewing the amounts of the six lowest tenders for Sections 4, 5, 6, 7, 8, 9 and 11 of the Lachine Canal, with the names of tenderers, and of parties to whom the contracts were awarded.
- No. 24a... VICTORIA BRIDGE:—Return to Address requiring the Grand Trunk Railway Company to furnish the information respecting the freight and passenger traffic over the Victoria Bridge, during the years 1875 and 1876, in tabular form; also the cost of building the Victoria Bridge, and the cost of maintenance for 1876. (*Not printed.*)
- No. 24b...—Return to Address, respecting the tariff of charges for the conveyance of passengers and freight over the Grand Trunk and Intercolonial Railways, &c.
- No. 25... MATANE AND FOX RIVER TELEGRAPH:—Return to Address, Correspondence between the Government and Sir Hugh Allan and the Montreal Telegraph Company, in relation to the construction of a Telegraph Line between Matane and Fox River. (*Not printed.*)
- No. 26... HARBOUR COMMISSIONERS, MONTREAL:—Return to Address, Correspondence between the Government and the Montreal Harbour Commissioners on the subject of the refusal of the said Commissioners to allow cars and locomotive engines for the Quebec, Montreal, Ottawa and Occidental Railway to pass over the wharves in the Harbour of Montreal, &c. (*Not printed.*)
- No. 27... HARBOUR BOARD, MONTREAL:—Return to Address, Correspondence relating to complaint made against the administration of the Harbour Board of Montreal in connection with the town of Sorel and the works for deepening Lake St. Peter; also respecting the bad administration of the aforesaid works, the arbitrary dismissal of Pierre Côté and Pierre Charbonneau and of any other employé, &c. (*Not printed.*)
- No. 28... CANADA CENTRAL EXTENSION:—Return to Address, Orders in Council relating to the route of the Canada Central Extension, and the contract for building that portion of railway.
- No. 29... HARVEY, JOHN:—Return to Order, Correspondence relating to the dismissal of John Harvey from the position of Slidemaster, at the Village of Arnprior. (*Not printed.*)
- No. 30... TAYLOR, I. B., AND MOYLAN, J. G.:—Return to Order, Accounts, vouchers and papers connected with the payments for printing as entered in the Public Accounts for 1873-4, as made out of the contingencies of the Department of Justice, to I. B. Taylor, The Citizen Printing Company and J. G. Moylan. (*Not printed.*)

- No. 31... MARITIME COURT OF ONTARIO:—General Rules of, under the provisions of the Act 40 Vict., cap. 21, sec. 8; also Tariff of suitors' fees, fixed under the 14th Sec. of the said Act. (*Not printed.*)
- No. 32... FORT FRANCIS LOCKS:—Return to Order, Report of the late Mr. Hazlewood, C.E., on the approximate cost of the Fort Francis-Locks.
- No. 33... PRINCE EDWARD ISLAND, PRINTING, &c.:—Return to Order, Shewing amounts paid for printing for all services done in Prince Edward Island, during the years 1874, 1875 and 1876, respectively, the nature of the work done and the names of the persons who performed such work. (*Not printed.*)
- No. 34... EXPENSES OF COMMITTEES:—Return to Order, Object and Expense of each of the Special Committees appointed by the House, during the past four years, with the names of the persons who received payment, whether as witnesses, or otherwise, and the amounts received by each.
- No. 35... BONDS AND SECURITIES:—Statement of all Bonds and Securities registered in the Department of the Secretary of State, dated the 22nd February, 1878. (*Not printed.*)
- No. 36... PIERS, BAIE ST. PAUL, MALBAIE, &c.:—Return to Order, Shewing the quantity of timber supplied by Mr. Adolphe Gagnon for each of the piers at Baie St. Paul, Malbaie and Eboulements, in the County of Charlevoix. (*Not printed.*)
- No. 37... BRITISH COLUMBIA:—Return to Order, Showing the respective sums of money paid to the Government of British Columbia, and at what time paid, in accordance with sec. 2, cap. 17 of the Act 37 Vic. (*Not printed.*)
- No. 38... VETERANS OF 1812-13:—Return to Order, Names of the Militiamen of 1812 and 1813, who died between the 1st March, 1876, and the 1st January, 1878. (*Not printed.*)
- No. 39... GOVERNOR GENERAL:—Return to Order, Expenses of the trip of His Excellency the Governor General to Manitoba, similar to that contained in the Public Accounts, with respect to His Excellency's trip to British Columbia.
- No. 40... ARICHAT,—MAIL IRREGULARITIES:—Return to Address, Correspondence between the Post Office Inspector for Nova Scotia and any other person or persons, during the months of November, December and January last past, in relation to Mail irregularities between the Post Offices of Arichat, Hawkesbury and Antigonish, in the said Province. (*Not printed.*)
- BREAKWATER:—Return to Address, Surveys and Reports made by any Government Engineer within the last six years, in relation to the breakwater at West Arichat, in the Island of Cape Breton. (*Not printed.*)
- PILOTAGE RULES:—Return to Address, Copy of the Pilotage Rules and Regulations made by the Commissioners of Pilots for the Port of Arichat, in the Island of Cape Breton. (*Not printed.*)
- No. 41... RIMOUSKI, GASPÉ AND BONAVENTURE:—Return to Order, Shewing the rivers under lease, in the Counties of Rimouski, Gaspé and Bonaventure, and also those on the north coast of the St. Lawrence from the River Saguenay down to the Mingan Islands. (*Not printed.*)
- No. 42... BRITISH COLUMBIA, FISHERIES:—Return to Order, Report of the Inspector of Fisheries for British Columbia for 1877, with a statement of the expenditure connected therewith. (*Not printed.*)
- No. 43... AUSTRALIAN COLONIES:—Return to Order, Shewing the nature and value of all manufactures, &c., exchanged between Canada and the Australian Colonies, from the 1st of July, 1876, with copies of the Tariffs of these Colonies.
- No. 44... PUBLIC WORKS:—Return to Order, Showing the sums expended on Public Works chargeable to Income, during the fiscal years 1874-5, 1875-6, 1876-7, for which votes had been obtained in the Estimates of 1873-4; and also on Works chargeable to Capital.
- No. 45... NORTH-WEST TERRITORIES:—Copy of Ordinances made by His Honor the Lieutenant Governor and Council of the North-West Territories, on the 22nd March, 1877.
- No. 46... ST. PETER'S CANAL:—Return to Order, Correspondence in connection with the change of contractors for the enlarging of the St. Peter's Canal; also what funds are still in the hands of the Government belonging to Mr. Tuck, the original contractor, and the time within which the Contract is to be finished. (*Not printed.*)
- Return to Address, Reports, &c., made within the last two years in connection with the enlargement of St. Peter's Canal, in the Island of Cape Breton. (*Not printed.*)

- No. 47...** LAKE ERIE HARBOR:—Return to Order, All Reports, &c., in connection with the projected Harbor on Lake Erie, near the Village of Morpeth, in the County of Kent, together with a statement of the expenditure, &c. (*Not printed.*)
- No. 48...** NEW CAMPBELLTON POST OFFICE:—Return to Order, Correspondence in connection with the changing of the Post Office at the Port of New Campbellton, to a Way Office, and the reduction of the salary of the Postmaster; also shewing the amount of Postage Stamps disposed of by the several Post and Way offices during the year 1876 and the year 1877, in the County of Victoria, Nova Scotia. (*Not printed.*)
- No. 49a...** MILITARY COLLEGE AND SCHOOLS:—Return to Order, Shewing the names of all the Cadets that have been admitted at the Military College, Kingston, from the opening of said College, and giving the names of those that are now following the courses of that institution.
- No. 49b...** ———— Return to Order, Shewing:—1. The amounts spent yearly since 1867 in the maintenance of Military Schools in the Province of New Brunswick; 2. The number of Candidates who have each year received 2nd Class Certificates, and the amount of gratuity paid; 3. The number of passed Cadets who at the time of attending any school held at Fredericton, N. B., were students of the University of New Brunswick, &c.; 4. The number and names of all passed Cadets who have held and now hold Commissions in the Active Militia in New Brunswick, &c. (*Not printed.*)
- No. 50a...** MILITARY FORTS, POINT LEVIS:—Return to Order, Copies of all Tenders for the construction of the platform for the gun of No. 1 Fort, at Lévis. (*Not printed.*)
- No. 50b...** ———— Return to Order, Shewing the sums expended for repairs to military forts at Lévis, since last Session; the names and wages of the workmen, and the amount paid to each, &c. (*Not printed.*)
- No. 51...** LINGAN HARBOR, C.B.:—Return to Order, Report of the survey of the Harbor of Lingan, Cape Breton, and Correspondence, &c. (*Not printed.*)
- No. 52...** CANADA PACIFIC TELEGRAPH:—Return to Address, Specifications on which tenders were invited to construct the Lake Superior and Fort Garry sections of the Canadian Pacific Telegraph.
- No. 53...** DOMINION LANDS:—Return to Address, Reports made to the Minister charged with the administration of Dominion Lands, under the Act 38 Vic., cap. 53, by any Commissioners appointed under the said Act; also all lists of lands prepared by the Surveyor General of Dominion Lands, in accordance with the provisions of the eighth section of the said Act. (*Not printed.*)
- No. 54...** L'ARDOISE BREAKWATER:—Return to Address, Shewing the amount of money expended during the past year on the L'Ardoise Breakwater in the Island of Cape Breton. (*Not printed.*)
- No. 55...** O'DONOGHUE, W. B.:—Return to Address, Orders of Council and correspondence between the Imperial and Canadian Governments relating to any Amnesty to Mr. W. B. O'Donoghue.
- No. 56...** RAILWAY RESERVE, WINNIPEG:—Return to Order, Statement of moneys received by the Dominion Land Office at Winnipeg, for payment of Lands in the Railway Reserve, and copy of instructions to Dominion Lands Agent in Manitoba, in regard to Squatters upon the said Railway Reserve.
- No. 57...** MATANE, HARBOR OF:—Return to Order, Copies of Mr. Kingsford's Report on the survey of the Harbor of Matane, with the plans and estimates accompanying the said Report. (*Not printed.*)
- No. 58a...** WELLAND CANAL:—Return to Address showing the amounts of the six lowest tenders received for Sections 17, 18, 19, 20, 27, 28, 33, 34 and 35 of the new Welland Canal, with the names of the tenderers, &c. (*Not printed.*)
- No. 58b...** ———— Return to Address:—1st. The amounts of the six lowest tenders received in September or October, 1873, for Sections 2, 3, 5, 6, 7, 12, 13 and 14 of the new Welland Canal, with the names of tenderers; 2nd. The amounts of the six lowest tenders for the same Sections, received in 1874, with the names of the tenderers; 3rd. The names of the tenderers to whom these sections were awarded; 4th. Copies of the Orders in Council awarding such Sections; 5th. Copy of all Correspondence relating to such award.
- No. 59...** PENSIONING, CULLERS:—Return to Order, Correspondence relative to the pensions paid to the square timber cullers dismissed last year. (*Not printed.*)
- No. 60...** MALPEQUE BREAKWATER:—Return to Order, Copy of Specification for construction of Malpeque Breakwater; copies of Tenders, with names of sureties offered for performance of contract, &c. (*Not printed.*)
- No. 61...** SASKATCHEWAN RIVER:—Return to Order, Report of Surveys of the Saskatchewan River having in view the removing the obstructions which now exist at the Coals Falls and other points between that place and the Grand Rapids. (*Not printed.*)

- No. 62... PHILADELPHIA EXHIBITION:—Return to Order, Showing total cost to the Government of Canada of the Philadelphia Exhibition; giving a detailed statement of all moneys expended, &c.
- No. 63... EMPLOYÉS, DEPARTMENT MARINE, QUEBEC:—Return to Order, List of all the Employés of the Department of Marine in the District of Quebec, since 1861, (excluding the men employed in the River Police Force), with their salaries and respective places of residence. (*Not printed.*)
- No. 64... PEMBINA BRANCH RAILWAY:—Return to Address, Tenders received for the construction of that portion of the Pembina Branch Railway between St. Boniface and Selkirk, with copies of all Reports, &c., relating to the letting of this work.
- No. 65... TREMBLAY, P. A., &c.:—Return to Order giving: 1st. A detailed statement of all sums of money received by Pierre Alexis Tremblay, Esquire, Land Surveyor, in connection with the Ordnance Lands in 1876 and 1877; 2nd. A statement showing all the sums of money received during the said two years by Dorila Tremblay, as Lighthouse Keeper at Portneuf, &c. (*Not printed.*)
- No. 66... TIGNISH BREAKWATER:—Return to Order, Showing what lights have been built at Tignish Breakwater during the past season; with Correspondence from the Agent for the Marine and Fishery Department in Prince Edward Island relative thereto. (*Not printed.*)
- No. 67... LAPSED BALANCES 1876-77:—Return to Address, Orders in Council relating to balances of appropriations of 1876-77 which may have lapsed, and been carried over to the following year. (*Not printed.*)
- No. 68... MINISTERIAL CHANGES, QUEBEC:—An Address from the Legislative Council of the Province of Quebec to the House of Commons,—also an Address from the Legislative Assembly of the Province of Quebec to the House of Commons, on the subject of recent Ministerial changes in that Province.
 —————Message transmitting Memorandum from His Honor the Lieut. Governor of the Province of Quebec, with accompanying documents, containing explanations in reference to the recent Ministerial changes in that Province.
 —————Message transmitting letter from the Hon. C. B. De Boucherville, having reference to recent Ministerial changes in the Province of Quebec.
- No. 69... ST. CHARLES RIVER, QUEBEC:—Return to Address, Statement showing the names of the parties who tendered for the works now being constructed under the control of the Quebec Harbour Trust on the River St. Charles at Quebec. (*Not printed.*)
- No. 70... SHIPS, CANADIAN BUILT:—Return to Address, Correspondence, &c., about the admission of Canadian built ships into French ports at the same rate, and on the same conditions as ships from Great Britain and Ireland are admitted in said ports.
- No. 70a... —————Return to Address, Correspondence that the Government may have had respecting the sale of Canadian built ships in France, on the same favourable terms as are enjoyed by vessels of British construction; also, as to the admission of French products into this country on more favourable terms than at present. (*Not printed.*)
- No. 71... STEAM VESSELS, REMEASUREMENT:—Return to Order, Showing the amount expended for the remeasurement of steam vessels registered under the Act of the late Province of Canada, now repealed; the names of the steam vessels; their tonnage; the amount paid, and to whom the said vessels belonged. (*Not printed.*)
- No. 72... HORSES, &c, IMPORTED:—Return to Order, Statement of the number and value of all Horses, Horned Cattle, Sheep and Swine imported into the Dominion from the first day of February, 1877, to the 1st day of February, 1878; also number and value exported during the same period; with amount of duties collected by Provinces.
- No. 73... MEAT IMPORTED:—Return to Order, Value of meat, green, dried, cured or potted, imported into Canada from the United States, and the duty collected on such, from 1st January, 1877, to 1st January, 1878.
- No. 74... INGONISH HARBOR BREAKWATER:—Return to Order, Papers connected with Ingonish Harbor Breakwater, not already brought down, stating the date of the several payments to the contractors; the total amount paid for the work, and the Engineer's certificates for the several payments, and also for extras paid to the contractors. (*Not printed for Sessional Papers—for distribution only.*)
- No. 75... CANADA SOUTHERN RAILWAY:—Return to Order, Annual Returns of the capital, traffic and working expenditure, for the two last financial years, of the Canada Southern Railway Company. (*Not printed.*)
- No. 76... PORT COLBORNE HARBOR MASTER:—Return to Address, Orders in Council relating to the creation of the office of Harbor Master at Port Colborne, and to the appointment of Charles H. Carter to such office, with copy of the Regulations for the management and protection of the Canals and Harbors.

- No. 77... CUSTOMS DUTIES, ST. JOHN, N.B.:—Return to Order, Statement of duties collected by Customs and Inland Revenue Departments at St. John, N.B., from 1st July, 1876, to 1st January, 1877, and from 1st July, 1877, to 1st January, 1878. (*Not printed.*)
- No. 78... ACCIDENTS, RAILWAYS:—Return to Order, Shewing the number of accidents and casualties which have occurred on the Railways of the Dominion during the years 1874, 1875, 1876 and 1877.
- No. 79... TIMBER SALES, INDIAN LANDS:—Return to Address, Shewing what sales were made of Timber on Indian Lands on the North Shore of Lake Huron, or on the Islands in the Georgian Bay or elsewhere, since the 1st day of January, 1873. (*Not printed.*)
- No. 80... SUPREME AND EXCHEQUER COURTS:—Copies of General Rules and Orders, as have been made by the Judges of the Supreme and Exchequer Courts since the last Session of Parliament. (*Not printed.*)
- No. 80a... ————Return to Address, Return of all Appeals instituted before the Supreme Court of Canada since its creation, shewing the names of parties, the Court from whose judgement each Appeal has been brought, and indicating the cases already disposed of by the said Supreme Court, and the cases yet pending. (*Not printed.*)
- No. 80b... ————Return to Address, Return of all cases instituted in the Exchequer Court of Canada since its creation, &c., and indicating separately the cases disposed of by the said Court and those yet pending. (*Not printed.*)
- No. 80c... ————Return to Address, Return of all Petitions of Right transmitted to the Secretary of State since the passing of the "Petition of Right Act, 1876"; shewing the names of Suppliants, the amount and nature of each claim, in what cases His Excellency's fiat that right be done to the parties was granted, and in what cases refused. (*Not printed.*)
- No. 80d... ————"The Dominion Controverted Elections Act, 1874"—Jacques Cartier County.—Somerville *et al* vs. Lafamme. Evidence of, &c. (*Not printed.*)
- No. 81... MIRAMICHI, N.B., FISH-BREEDING:—Special Reports on the condition of the Fish-Breeding Establishment at Miramichi, New Brunswick. (*Not re-printed in Sessional Papers.*)
- No. 82... OROMOCTO SHOALS:—Return to Address, Reports and Correspondence connected with the improvement of the navigation of the River St. John at the Oromocto Shoals. (*Not printed.*)
- No. 83... QUARANTINE HOSPITAL, SYDNEY, C.B.:—Return to Address, Correspondence between the Dominion Government and the Imperial Government in reference to a site for building a Quarantine Hospital at Sydney, Cape Breton. (*Not printed.*)
- No. 84... POPLAR POINT, MANITOBA:—Return to Order, Statement shewing the number of Lots South of the Assiniboine River, in the Parish of Poplar Point, in the Province of Manitoba, for which Patents have been issued, &c., under the Manitoba Act or otherwise. (*Not printed.*)
- No. 85... PARIS EXHIBITION:—Return to Order, Statement of all moneys paid or obligations incurred to the 1st of January last, in connection with the Paris Exhibition. (*Not printed.*)
- No. 86... TRAWLS OR BULTOWS:—Return to Order, Correspondence and Petitions in the hands of the Government respecting the use of Trawls or Bultows by Foreigners, off the coasts of Nova Scotia. (*Not printed.*)
- No. 87... ADVERTISING:—Return to Order, Statement of the expenses during the years 1874, 1875 and 1876 in advertising on behalf of the Government or any public service in the public journals of the Dominion.
- No. 88... IRON:—Return and Supplementary Return to Order, of all quantities of Iron purchased by any of the Departments of the Government for other than Railway purposes, by tender or otherwise.
- No. 89... FRAZER RIVER, SALMON FISHING:—Return to Address, Tenders that have been received for the leasing of the exclusive right of Salmon fishing and netting in the Frazer River, British Columbia. (*Not printed.*)
- No. 90... DAWSON ROUTE:—Return to Address, Correspondence relating to amounts claimed by Messrs. Carpenter & Co., on account of their contract for operating the Government Road commonly known as the Dawson Route. (*Not printed.*)
- No. 91... VICTORIA HARBOUR, WOOD ISLAND:—Return to Order, Copy of the Government Engineer's Report on Victoria Harbour and Breakwater at Wood Island. (*Not printed.*)
- No. 92... CASCOMPEC HARBOUR:—Return to Order, Copy of Survey and Report made by Henry F. Perley, Esq., Engineer, in 1874, with the view of improving the navigation of Cascompec Harbour, in Prince Edward Island. (*Not printed.*)

- No. 93... ST. JOHN'S BRIDGE :—Return to Order, Correspondence in relation to the St. John's Bridge, on the River Richelieu. (*Not printed.*)
- No. 94... ROSS, ANGUS :—Return to Order, Correspondence regarding the removal of Mr. Angus Ross, Lighthouse Keeper of Bird Island Light, County of Victoria, Nova Scotia. (*Not printed.*)
- No. 95... GIBLIN, JOHN :—Return to Address, Correspondence between the Government and John Giblin, of Quebec, in relation to the lease of the house now occupied as the Culler's Office at Quebec. (*Not printed.*)
- No. 96... RAILWAY STATISTICS OF CANADA :—Reports, Railway Statistics of Canada, and Capital, Traffic and Working Expenditure of the Railways of the Dominion, 1876-7.
- No. 97... RED RIVER LOSSES :—Return to Address, Correspondence between the Hudson Bay Company and the Dominion Government, relative to alleged losses at the Red River Settlement, connected with the insurrection in 1869-70.
- No. 98... BOSWELL, J. K. :—Return to Address, Orders in Council relating to the recent seizure of Mr. J. K. Boswell's Brewery, in the City of Quebec; and to the imposition of certain fines and penalties in connection therewith, &c. (*Not printed.*)
- No. 99... CADETS, ROYAL NAVY :—Return to Address, Statement showing: 1st. The number, if any, of Cadets nominated annually to the Royal Navy by the several Colonies of the Empire; 2nd. The names of such Cadets as have been nominated to Her Majesty's Royal Navy by Canada, since the 1st July, 1867. (*Not printed.*)
- No. 100... COLLINGWOOD, HARBOUR MASTER OF :—Return to Address, Order in Council, regulating and determining the rights, powers and duties imposed on the Harbour Master for the Port of Collingwood, and fixing his remuneration; and a Statement shewing the moneys received by the Harbour Master of the said Port. (*Not printed.*)
- No. 101... "NORTHERN LIGHT," STEAMER :—Return to Order, Accounts and Vouchers showing the amount of expenses incurred in the running the steamer *Northern Light*, between Georgetown and Pictou up to date. (*Not printed.*)
- No. 102... MCFARLANE, HON. ALEX. :—Return to Address, Correspondence, &c., connected with a Lease from the Government of Nova Scotia and from the Dominion Government to the Hon. Alex. McFarlane, of certain mud flats and oyster beds in the Counties of Colchester and Cumberland. (*Not printed.*)
- No. 103... AMMUNITION, VOLUNTEER :—Return to Order, Giving in detail the amount of ammunition furnished during the years 1875, 1876 and 1877, to the Active Volunteer Battalions and Companies of the Dominion.
- No. 104... ST. ATHANASE, PARISH OF :—Return to Address, Correspondence in relation to any application for aid in behalf of certain ratepayers of the Parish of St. Athanase in the County of Iberville, who have suffered loss by floods. (*Not printed.*)
- No. 105... CITY AND DISTRICT SAVINGS BANK, MONTREAL :—Return to Address, A statement shewing the position of the Bank at the period of its re-organization in 1871; Also shewing how the Directors fixed at \$180,000 the surplus or poor fund; Also how the capital stock was taken up, and the names of shareholders, &c. (*Not printed.*)
- No. 106... SOUTH GUT, POST OFFICE :—Return to Order, Correspondence respecting the removal of the Post Office at South Gut of Ste. Ann's, County of Victoria, Nova Scotia. (*Not printed.*)
- No. 107... PORT HASTINGS AND NARROWS, N.S. :—Return to Order, Correspondence regarding the conveyance of the mails between Port Hastings and Grand Narrows in Nova Scotia. (*Not printed.*)
- No. 108... SPIKES, PACIFIC RAILWAY :—Return to Order, Copy of all notices and letters issued by the Department of Public Works calling for tenders for the supply of railway spikes for the Canada Pacific Railway.
- No. 109... WIRE FENCE, P. E. I. RAILWAY :—Return to Order, Correspondence shewing how many miles of wire fence has been taken down and replaced by post and batten fence, and the cost of erecting said post and batten fence. (*Not printed.*)
- No. 110... SURVEYS, LAKES MANITOBA, &c. :—Return to Order, Report of Surveys made of Lakes Manitoba and Winnipegosis, the Waterhen River and Little Saskatchewan River.
- No. 111... McDONALD, D. :—Return to Order, Papers, &c., relating to the dismissal of D. McDonald, Postmaster at Little Glace Bay, Cape Breton. (*Not printed.*)

- No. 112.. POST OFFICES, N.B.:—Return to Address, Petitions from the inhabitants of the Parish of Perth, N.B., praying for the establishment of new Way or Post Offices in that parish, and correspondence between the Government and the Inspector of Post Offices for New Brunswick, bearing upon the same subject. (*Not printed.*)
- No. 113.. CADIGAN, J.:—Return to Order, Correspondence touching the resignation of J. Cadigan, as Postmaster at Little Glace Bay, Cape Breton County. (*Not printed.*)
- No. 114.. CORBETT, JAMES:—Return to Order, Correspondence relating to the dismissal of James Corbett, Postmaster at Lorway Mines, Cape Breton County. (*Not printed.*)
- No. 115.. VICTORIA MINES, C. B.:—Return to Order, Correspondence between the Post Office Department and all persons, touching the Postmaster and Post Office affairs at Victoria Mines, Cape Breton County, for the past three years. (*Not printed.*)
- No. 116.. GAUVREAU, J. P.:—Return to Order, Report, for the year 1877, of J. P. Gauvreau, Collector of Customs for the Port of Rimouski. (*Not printed.*)
- No. 117.. CARRON BROOK VILLAGE:—Return to Order, Correspondence respecting the establishing of Bonded Warehouses at the Village of Carron Brook and Town of Clinton, County of Huron. (*Not printed.*)
- No. 118.. TUBING:—Return to Order, Amount of all tubing imported into Canada during the year immediately preceding the imposition of duty on Tubing by the Tariff of last Session. (*Not printed.*)
- No. 119.. NORTHERN RAILWAY, ROYAL COMMISSION:—Return to Address, Fees paid by the Government of Canada to all Counsel employed in connection with the Royal Commission appointed to enquire into the affairs of the Northern Railway. (*Not printed.*)
- No. 120.. COW BAY, C.B.:—Return to Order, Correspondence relating to the removal of the Postmaster at Cow Bay, Cape Breton. (*Not printed.*)
- No. 121.. MAILS, QUEBEC AND MURRAY BAY:—Return to Order, Correspondence about the carrying of the mails by water from Quebec to Murray Bay, in the County of Charlevoix, for the year 1877; also the cost of carrying the mails to Tadousac, Chicoutimi, Eboulements and Baie St. Paul. (*Not printed.*)
- No. 121a.. —Return to Address, Tenders received in 1877 for the carrying by land of the mails from Quebec to Eboulements or Murray Bay; also a copy of all Orders in Council or Departmental Orders relating to the same. (*Not printed.*)
- No. 122.. PLASTER OF PARIS:—Return to Address, Statement of the quantities of Plaster of Paris or Gypsum, ground or calcined, imported from the United States during the past fiscal year, shewing quantity received at each Port and valuation of same for duty. (*Not printed.*)
- No. 123.. RAILWAY STOCK IN BOND:—Return to Order, Statement of the names of Railway Companies who entered in bond, since the 1st July, 1867, railway locomotives and other railway rolling stock, and the date of payment of custom duties;—Also the names of such Companies whose rolling stock were ordered to be sold by the Minister of Customs. (*Not printed.*)
- No. 124.. MCNEIL, R.:—Return to Order, Correspondence relating to the dismissal of R. McNeil, Esq., as Shipping Officer at Little Glace Bay, Cape Breton County. (*Not printed.*)
- No. 125.. ALASKA:—Return to Address, Report of the Engineer who was employed last year in determining the probable boundary line between British Columbia and Alaska, and such other papers as relate to the defining of the boundary line between Alaska and British territory.
- No. 126.. GEOLOGICAL SURVEY:—Report of Progress of the Geological Survey of Canada, by Alfred R. C. Selwyn, F.R.S., F.G.S., Director, for the year 1876-77. (*Not re-printed in Sessional Papers.*)
- No. 127.. TERRITORIES, N. A. CONTINENT:—Message, transmitting Correspondence which has passed with Her Majesty's Government respecting the inclusion within the Boundaries of the Dominion of Territories on the North American Continent. (*Not printed.*)
- No. 128.. RAT RIVER SETTLEMENT:—Return to Address, Orders in Council on the subject of the lands at the place known by the name of Rat River Settlement, and on the Red River, in the County of Provencher, as well as in the settlement of La Petite Pointe de Chênes, in the Parish of Loretto, in the County of Selkirk, in the Province of Manitoba. (*Not printed.*)
- No. 129.. VALLÉE, J. S.:—Return to Order, Complaint made in 1875 against J. S. Vallée, Esquire, Postmaster of Montmagny, and copy of the Enquête held in 1875 by Mr. Achille Talbot, Deputy Post Office Inspector, on said Complaint. (*Not printed.*)

- No. 130. LAND, CANAL PURPOSES:—Return to Order, Shewing the several amounts of money paid out of the \$39,256 01, deposited in the Bank of Montreal, to pay certain parties for land taken for Canal purposes, and the names of the parties who have been paid. (*Not printed.*)
- No. 131. PENSIONS, PUBLIC OFFICERS, B.C.:—Return to Address, Correspondence respecting the pensions for Public Officers who were in the service of British Columbia at the date of the Union, 1871. (*Not printed.*)
- No. 132. MORRIS, HON. A.: Return to Address, Report made to the Government by the Honorable A. Morris, Commissioner under the Act 38 Victoria, Chapter 53, on the putting into execution of that law and its operation in the Province of Manitoba.
- No. 133. CERTIFICATES, SCHOOLS OF GUNNERY:—Return to Order, Ranks and names of all officers who have attended and taken long or short course certificates at the "A" or "B" Battery Schools of Gunnery. (*Not printed.*)
- No. 134. THOUSAND ISLANDS:—Return to Order, Statement of all sales or leases of the Islands in the River St. Lawrence, lying between Brockville and Kingston, known as the "Thousand Islands," during the years 1874-5, 1875-6 and 1876-7, &c. (*Not printed.*)
- No. 135. LA BANQUE NATIONALE:—Return to Address, Correspondence between the Government, or the Minister of Justice, and the creditors of one Olivier Latour, or any of them, or any persons on their behalf, in relation to the alleged forfeiture of its Charter by La Banque Nationale by reason of its illegally trading in Lumber and in the manufacture and sale of Square Timber and Saw Logs, &c. (*Not printed.*)
- No. 136. TOLLS, UPPER OTTAWA IMPROVEMENT CO.:—Return to Address, Orders in Council fixing the rate of Tolls to be collected by the Upper Ottawa Improvement Company, on saw logs and timber passing through their works. (*Not printed.*)
- No. 137. DOMINION POLICE:—Return shewing the average number of Dominion Police employed during each month of the year, ended 31st December, 1877; the cost of pay, and of travelling expenses. (*Not printed.*)
- No. 138. MARINE AND FISHERIES, P.E.I.:—Return to Address, Contracts, Telegrams and agreements relating to the Service of the Marine and Fishery Department at Prince Edward Island, since the entry of said Island into the Dominion, in July, 1873. (*Not printed.*)
- No. 139. TIMBER AND SAWED LUMBER IMPORTED:—Return to Address, Quantities and value of the Square White Pine, Pine Board Timber, &c.; and value of the Red and White Oak Staves; the total quantities and their value of Sawed Lumber, in White and Red Pine, &c., imported into Canada by water or by rail from the United States of America.
- No. 140. WINDSOR AND ANNAPOLIS RAILWAY:—Return to Address, Correspondence connected with the Windsor and Annapolis Railway, the Windsor Branch and the Western Counties Railway; in connection with the purchase of an annuity by the Western Counties Company.
- No. 141. EXCISE, STAMPS AND CUSTOMS:—Return to Address of all duties of excise for this Dominion, for the months of July, August, September, October, November, December, 1877, and the months of January, February and March of 1878. (*Not printed.*)
- No. 141a. ———— Return to Address, Return of all duties for Stamps for this Dominion for the months of July, August, September, October, November, December, 1877, and the months of January, February and March of 1878, &c. (*Not printed.*)
- No. 141b. ———— Return to Address, Return of all duties of Customs for this Dominion for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141c. ———— Return to Address, Return of all duties of Customs for the Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141d. ———— Return to Address, Return of all duties for Stamps for this Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141e. ———— Return to Address, Return of all duties of Excise for this Dominion for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141f. ———— Return to Address, Return of all duties of Excise for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141g. ———— Return to Address, Return of all duties of Customs for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1877, &c. (*Not printed.*)
- No. 141h. ———— Return to Address, Return of all duties of Customs for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)

- No. 141. Return to Address, Return of all duties of Excise for the City of St. John, New Brunswick, for the months of July, August, September, October, November, December, 1876, &c. (*Not printed.*)
- No. 141. Return to Order, Shewing the receipts for Customs and Excise in British Columbia for the six months ending on December 31st last; also, a Return of the Customs and Excise collected on Stickine River for the same period; also, a Return of the Imports and Exports of the said Province for the same period, &c.
- No. 142. EXCISE, STAMPS AND CUSTOMS:—Return to Address, Return of all duties of Excise for this Dominion for the months of July, August, September, October, November, December, 1877, and the months of January, February, and March of 1878, as well as the months of April, May and June of 1877.
- No. 143. HAWES, SUIT OF:—Return to Address, Copies of the Bill of Complaint and the Decree in the suit of Her Majesty's Attorney General for Canada *versus* Hawes, now pending in the Chancery Division of the High Court of Justice in England.
- No. 144. MUIR POST OFFICE:—Return to Order, Correspondence in relation to closing Muir Post Office, &c.; Correspondence in relation to dismissal of Charles Lilley as Postmaster in London East, and the appointment of Mr. Mills as Postmaster in his stead. (*Not printed.*)
- No. 145. GREAT VILLAGE:—Return to Address, Correspondence in reference to the change of Mail route between Great Village and Five Islands, *via* Portapique Mountain, in the County of Colchester. (*Not printed.*)
- No. 146. APPOINTMENTS TO OFFICE:—Return to Order, For a Return of the original papers made and signed by the Deputy Heads of the different Public Departments purporting to be made in obedience to the Order of this House of the fifth day of March, 1877, as follows:—The names of persons appointed to office between the 1st of January and the 7th of November, 1873, &c. (*Not printed.*)

VOLUMES—SPECIAL.

- No. 147. HALIFAX COMMISSION:—Return to Address, Documents and pleadings relating to the questions decided by the award rendered at Halifax, on the subject of the indemnity of five million five hundred thousand dollars, under the Treaty of Washington.

TENTH ANNUAL REPORT

OF THE

DEPARTMENT

OF

MARINE AND FISHERIES,

BEING FOR THE

FISCAL YEAR ENDED 30TH JUNE, 1877.

Printed by Order of Parliament.



OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.
1878.

TENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1877.

To His Excellency the Right Honourable Sir Frederic Temple, Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, in the County Down, in the Peerage of the United Kingdom, Baron Dufferin and Clandeboye of Ballyleidy and Killeleagh, in the County Down, in the Peerage of Ireland, one of Her Majesty's Most Honourable Privy Council, and a Baronet, Knight of the Most Illustrious Order of St. Patrick, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Knight Commander of the Most Honourable Order of the Bath, etc., etc., etc., Governor General of Canada, and Vice Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,—

I have the honour to submit herewith for the information of Your Excellency and the Legislature of Canada, the Tenth Annual Report of the Department of Marine and Fisheries, and the financial statements connected therewith, being for the fiscal year ended 30th June, 1877.

I have the honour to be,

Your Excellency's most obedient servant,

A. J. SMITH,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1878.

CONTENTS.

	PAGE
REPORT SUBMITTED BY MINISTER	v
REPORT BY THE DEPUTY MINISTER.....	ix
REPORT BY THE COMMISSIONER OF FISHERIES.....	lxxv
App. No.	
1. REPORT OF THE TOUR OF INSPECTION AND SUPPLY BY THE SUPERINTENDENT OF LIGHTS IN THE DISTRICT ABOVE MONTREAL.....	3
Statement of Expenditure on account of Construction of Lights above Montreal.....	23
Statement of Expenditure on account of Maintenance of Lights above Montreal.....	25
2. REPORT OF AGENT AT QUEBEC.....	31
Statement of Expenditure on account of Maintenance between Montreal and Quebec	95
Statement of Expenditure on account of Construction below Quebec.....	100
Statement of Expenditure on account of Maintenance below Quebec.....	101
3. REPORT OF AGENT FOR NEW BRUNSWICK.....	120
Report of Inspector of Lights.....	128
Statement of Expenditure on account of Construction.....	141
Statement of Expenditure on account of Maintenance	142
4. REPORT OF AGENT FOR NOVA SCOTIA.....	159
Statement of Expenditure on account of Construction.....	206
Statement of Expenditure on account of Maintenance.....	208
5. REPORT OF AGENT FOR PRINCE EDWARD ISLAND.....	227
Statement of Expenditure on account of Construction.....	231
Statement of Expenditure on account of Maintenance.....	233
6. REPORT OF AGENT FOR BRITISH COLUMBIA.....	237
Statement of Expenditure on account of Construction.....	251
Statement of Expenditure on account of Maintenance.....	252
7. STATEMENT OF EXPENDITURE ON ACCOUNT OF DOMINION STEAMERS.....	255
8. STATEMENT OF EXPENDITURE ON ACCOUNT OF STEAMBOAT INSPECTION.....	263
9. STATEMENT OF EXPENDITURE ON ACCOUNT OF EXAMINATION OF MASTERS AND MATES.....	264
10. STATEMENT OF EXPENDITURE ON ACCOUNT OF REGISTRY AND SURVEY OF SHIPPING.....	265
11. STATEMENT OF EXPENDITURE ON ACCOUNT OF INVESTIGATIONS INTO WRECKS AND CASUALTIES..	266
12. STATEMENT OF EXPENDITURE ON ACCOUNT OF REWARDS FOR SAVING LIFE.....	267
13. STATEMENT OF EXPENDITURE ON ACCOUNT OF HARBOUR POLICE, MONTREAL AND QUEBEC.....	268
Statement of Receipts of Harbour Police Dues collected at Montreal and Quebec.....	270
14. STATEMENT OF EXPENDITURE ON ACCOUNT OF MAGNETIC OBSERVATORY, TORONTO.....	271
15. STATEMENT OF EXPENDITURE ON ACCOUNT OF QUEBEC OBSERVATORY.....	272
16. STATEMENT OF EXPENDITURE ON ACCOUNT OF ST. JOHN OBSERVATORY.....	273
17. STATEMENT OF EXPENDITURE ON ACCOUNT OF MCGILL UNIVERSITY OBSERVATORY.....	274
18. STATEMENT OF EXPENDITURE ON ACCOUNT OF METEOROLOGICAL OFFICE.....	275
19. REPORT ON MARINE HOSPITAL, QUEBEC.....	281
Statement of Expenditure.....	283

APP. NO.	PAGE
20. REPORT OF THE MARINE HOSPITAL, ST. JOHN, N.B.....	285
21. STATEMENT OF EXPENDITURE ON ACCOUNT OF MARINE HOSPITALS, SICK AND DISABLED SEAMEN, AND SHIPWRECKED AND DISTRESSED SEAMEN.....	286
22. REPORT OF THE MARINE HOSPITAL, ST. ANDREWS, N.B.....	305
23. REPORT OF THE MARINE HOSPITAL, RICHIBUCTO, N.B.....	306
24. REPORT OF THE MARINE HOSPITAL, SYDNEY, N.S.....	307
25. REPORT OF THE MARINE HOSPITAL, VICTORIA, B.C.....	308
26. STATEMENT OF EXPENDITURE ON ACCOUNT OF CAPE RACE LIGHTHOUSE, NEWFOUNDLAND.....	309
27. STATEMENT OF EXPENDITURE FOR REMOVAL OF OBSTRUCTIONS IN NAVIGABLE RIVERS.....	310
28. STATEMENT OF EXPENDITURE ON ACCOUNT OF CONSTRUCTION AND OUTFIT OF STEAMER <i>Northern Light</i>	311
29. STATEMENT OF EXPENDITURE ON ACCOUNT OF WINTER COMMUNICATION BETWEEN PRINCE EDWARD ISLAND AND THE MAINLAND.....	312
30. STATEMENT OF AMOUNT OF COLLECTIONS AND EXPENDITURE ON ACCOUNT OF HARBOUR IMPROVE- MENTS, COLLECTED AT CERTAIN PORTS AT WHICH TONNAGE DUES HAVE BEEN IMPOSED BY PROCLAMATION.....	314
31. SCHEDULE OF FISHERY OFFICERS IN THE DOMINION.....	315
32. STATEMENT OF EXPENDITURE ON ACCOUNT OF FISHERIES.....	333
33. STATEMENT OF THE ACCOUNTS OF THE GENERAL HOSPITAL, KINGSTON, ONT.....	361
34. REPORT ON THE MARINE HOSPITAL, CHARLOTTETOWN, P.E.I.....	364
35. STATEMENT SHOWING NAMES OF MEMBERS OF STAFF, ETC.....	365
36. SUPPLEMENTARY REPORT OF THE AGENT IN PRINCE EDWARD ISLAND.....	366
37. STATEMENT RESPECTING THE DECAYED PILOT FUND, QUEBEC.....	369
38. REPORT ON THE DECAYED PILOT FUND, MONTREAL.....	375
Statement of Receipts and Expenditure.....	376
39. STATEMENT OF RECEIPTS ON ACCOUNT OF SICK MARINERS' FUND.....	380
40. SUMMARY OF EXPENDITURE THROUGHOUT THE DOMINION ON THE VARIOUS SERVICES UNDER THE CHARGE OF THE DEPARTMENT.....	381

R E P O R T
BY THE
D E P U T Y M I N I S T E R.

The Honourable A. J. SMITH,
Minister of Marine and Fisheries :

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended 30th June, 1877, and to give an account of a considerable proportion of the business up to the end of the calendar year.

As required by law, the financial statements of the Department, given in the Appendices to this Report, are made up to the 30th June last, but the Report, more particularly on the Lighthouse service, contains an account of the operations of this Department to the close of the calendar year. Five supplements will be issued with this Report, the first being a List of Lights in the Dominion on the 31st December last; the second embracing a Report of the Chairman of the Board of Steamboat Inspection for the calendar year, with a list of steamers inspected in 1877, and a list of Engineers who have received certificates; a Report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year, with a brief list of all Masters and Mates who have received certificates of competency or service in the Dominion during the calendar year, and a complete list of all certificates which have been cancelled; statements of the wrecks and casualties, both to sea-going and to inland vessels, during the calendar year; and statements of rewards for saving life; the third supplement containing the reports of the Harbour Commissioners of Toronto, Montreal, Quebec and Pictou; the Harbour Masters' Reports; the Shipping Masters' Reports; the Port Wardens' Reports; the Reports of the Pilotage Authorities, and the Reports of the Water and River Police of Montreal and Quebec; the third supplement containing the Reports of the Meteorological Office, the Magnetic Observatory and the other Observatories of the Dominion; the fourth containing a list of vessels on the registry at 31st December last; and the fifth embracing the Fisheries Reports.

The total amount expended on the various branches of the Public Service administered by this Department, including the salaries of the Establishment staff, during the fiscal year ended 30th June last, was \$935,875.31, while the total amount voted was \$895,217.50, which also includes the Departmental salaries.

The total number of persons engaged in the Outside Service of this Department, at the close of the calendar year, was 1,647.

The Lighthouse service of the Dominion is comprised under the following Divisions, viz: The Ontario Division embracing Lights above Montreal; the Quebec Division extending below Montreal and including the River and Gulf of St. Lawrence; the New Brunswick Division, the Nova Scotia Division; the Prince Edward Island Division, and the British Columbia Division. The total number of Light Stations in the Dominion on the 31st December last was 416, and of Lights shown 509, the number of Steam Fog-whistles and automatic Fog Horns, 27; and the number of Light-keepers, Engineers of Fog-whistles, and their assistants, with crews of lightships, was 474.

The following are the number of light stations, of lights shewn, of fog-whistles and of automatic fog horns in the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and British Columbia, at 31st December of each year from 1868 to 1877 inclusive. In these numbers are included three light stations on the coast of Newfoundland, one light from each of which is shewn.

	Light Stations.	Lights Shewn.	Fog Whistles.	Automatic Fog-horns.
1868	198	227	2	..
1869	219	233	2	..
1870	240	278	4	..
1871	264	297	8	..
1872	280	314	13	..
1873	316	363	17	..
1874	342	384	18	..
1875	377	444	22	..
1876	407	488	24	..
1877	416	509	25	2

ONTARIO LIGHTHOUSE DIVISION.

This Division includes the Lighthouses and Lightships in that part of the Province of Quebec lying between Montreal and the boundary line between the Provinces of Ontario and Quebec, as also all the Lights in the Province of Ontario, embracing the Lights on the Ottawa River, the St. Lawrence River above Montreal, and Lakes Ontario, Simcoe, Erie, and Huron, the Georgian Bay and Lake Superior. The number of Lights in this Division at the close of navigation was 143, including both Lighthouses and Light Beacons, four Lightships maintained by the Government, and one Lightship maintained in part by a subsidy from the Government. There are eighty-seven Buoys and four Beacons.

The number of Lightkeepers in this Division, paid directly by the Government, was 106; but in several cases assistants were employed by keepers at their own expense.

The lights in this Division were inspected by the Superintendent of Light houses during the months of July and August last and supplied with the necessary stores, and a Report of this inspection will be found in Appendix No. 1 to this Report. By reference to this Appendix it will be seen that the lights were found, on the whole, to be in a satisfactory condition, and, in general, well cared for by the keepers.

The sum of \$16,276.98 was expended during the past fiscal year for the construction of lighthouses in this Division, and details of this expenditure will be found in Appendix No. 1.

Reference was made in the Report of last year to the lighthouse erected on the south-west end of Big Duck Island, Lake Huron. This lighthouse was put in operation on the 1st June last. A revolving catoptric light is shewn, elevated 64 feet above water, and, in clear weather, will be seen from a distance of 13 miles. The light shows one red flash and two white flashes every two minutes, the flashes attaining their greatest brilliancy every 40 seconds. The lighthouse is of wood, painted white, and consists of a square tower, 54 feet high from base of structure to vane of lantern, with a dwelling attached. The sum of \$4,367.31 was expended on this lighthouse during the past fiscal year, making, with the amount previously expended, the total cost of construction, including lighthouse apparatus, \$4,993.33. Mr. William Purvis was appointed keeper of this lighthouse by Order in Council of the 21st of March last, at a salary of \$500, to include allowance for fuel and necessary assistance.

The lighthouses at Rondeau, to which reference was made in the Report of last year, have been in operation during the past year, the damage caused by fire to the lighting apparatus having been repaired. Owing to the action of the lake in violent storms, the breakwater, erected for the protection of the dwelling house, has been destroyed, and it has been found necessary to build another breakwater. This work is in course of completion, and its cost will appear in the accounts for the present fiscal year.

The sum of \$4,953.10 was expended on the construction of the Rondeau lighthouses during the past year, making, with previous expenditure, the total cost to amount to \$7,645.54.

Reference was made in the last Report to the small light erected on the pier at the Provincial Penitentiary, Penetanguishene. It will be seen by the accounts that the cost of this lighthouse amounted to \$365.88.

The lighthouses on Battle and Lamb Islands, at the eastern and western entrances to Nepigon Bay, Lake Superior, to which reference was made in last year's Report, have been fully completed and put in operation. The lighthouse on Lamb Island exhibits a fixed white catoptric light showing to all points seaward. It is elevated

90 feet above water mark, and should be seen in clear weather from a distance of 17 miles. The building is of wood, painted white, and consists of a square tower 46 feet high from base of structure to vane of lantern, with a keeper's dwelling attached. This lighthouse was put in operation on the 15th May last. Mr. John Michaelson was appointed keeper on the 7th September, 1876, at a salary of \$300 per annum. The lighthouse on Battle Island exhibits a revolving catoptric light, showing alternately red and white, and attaining its greatest brilliancy every one-and-a-half minute. It is elevated 105 feet above water mark, and in clear weather should be seen 18 miles. The tower is a square wooden building, 30 feet high from base of structure to vane of lantern, and is painted white. The keeper's dwelling is situated at a little distance from the lighthouse. This light was put in operation on the 27th August last, and is under the charge of Mr. Charles McKay, who was appointed keeper by Order in Council of the last mentioned date, at a salary of \$500 per annum. As will be seen by the Report of last year, the sum of \$4609.49 was expended on these lighthouses up to the 30th June, 1876, and there has been an additional expenditure during the past year of \$3206.28, making the amount expended up to 30th June, 1877, \$7,815.77.

The Range Light Towers at Southampton, in the County of Bruce, to which reference was made in last Report, were put in operation on the 5th May last. The front light, which is fixed catoptric, is on an open framed square tower 25 feet high on the eastern extremity of the western breakwater pier 2,800 feet from Chantry Island Lighthouse. This lighthouse shows red to the northward and white inside the harbour and should be seen seven miles. The back light is on an enclosed square tower 28 feet high, standing on the south of the landing pier, 2100 yards from the front light. It consists of a fixed white catoptric light elevated 34 feet above water mark, and should be seen ten miles in ordinary weather. Mr. David Cascaden was appointed by Order in Council of the 26th April last, keeper of the back light on the shore, at a salary of \$100 per annum, and Mr. D. McG. Lambert, keeper on the light on the pier at a salary of \$75 per annum. The cost of these towers, with lanterns, and lighting apparatus, amounted, as will be seen by reference to the accounts, to \$1,062.76.

The Inner Range Light Tower, near Fort William, on Kaministiquia River, to which reference was made in last year's Report, has been rebuilt at a cost, including lantern and lighting apparatus, of \$1,098.88.

The old Lighthouse Towers on the pier at Port Colborne having become so much decayed as to be unsafe, tenders were invited during the past season for the construction of two new towers, and the contract was awarded to Messrs. Whiteacre and Moran of Toronto, for the bulk sum of \$3,644.

The main tower on the outer end of the new breakwater is now approaching completion, and the light will be exhibited on the opening of navigation. Owing to

the importance of this port, the new tower has been built nearly twenty feet higher than the old one, and it is proposed to make the light much more powerful than formerly. The contractors will not complete their operations before next season. The expenditure for these light towers will appear in the accounts for the present fiscal year.

During the past season tenders were invited for the erection of a new lighthouse at Coteau Landing, to replace the frame and temporary light at that place, and the contract awarded to Mr. Alexander Cameron, of Lancaster, for \$575. The light house has been satisfactorily completed, and the small dioptric light previously shown, replaced by a fixed red catoptric light on the 30th October last. The new lighthouse is built on the north-east corner of the Government Pier, and consists of a square wooden tower, painted white, 28 feet high from the pier to the vane of the lantern. The expenditure for this light house will appear in the accounts for the present year.

A new lighthouse to replace that burnt down in the season of 1876, was erected at McKie's Point, on the River St. Lawrence, and put in operation on the opening of navigation. The cost of this tower amounted to \$729.50.

During the past season it has been found necessary to make extensive repairs to the breakwater protecting the main light at Goderich. These repairs have been carried out under the superintendence of the light keeper, and have proved very satisfactory. An elevated walk has also been built on the north pier, to enable the light keeper to attend to the range light with safety.

By Order in Council of the 11th May last, the maintenance of the lighthouse erected on the outer end of the east pier at the entrance of Frenchman's Bay, in the County of Ontario, was assumed by the Government, and Mr. James McClellan appointed keeper of the light at a salary of \$100 per annum.

By Order in Council of the 7th May last, the maintenance of the harbour lights at Collingwood, which had been maintained by the Northern Railway of Canada, was assumed by the Government, and Mr. Robert Doherty appointed keeper of the lights at a salary of \$200 per annum.

The red light which for some time past had been established on the end of the west pier at the entrance to Port Stanley harbour, was also assumed by this Department in May last, and placed under the charge of Mr. Charles Ead, keeper of the principal light, he receiving an addition of \$25 to his salary for taking care of the light.

In addition to the changes specified the following changes have occurred in the list of Keepers of Lights in this Division since the date of last Report, viz :—

By Order in Council of the 19th February last, the salary of Mr. G. B. Simpson, keeper of the Range Lights at Presqu' Isle, Lake Ontario, was increased from \$375

to \$425 per annum, owing to additional services required of him by placing another light under his charge.

By Order in Council of the 6th of April last, Mr. Robert Pye was appointed keeper of Scotch Bonnet Lighthouse, Lake Ontario, at a salary of \$400 per annum, in the room of Mr. Wilson Bentley, deceased.

By Order in Council of the 7th of May last, Mr. Samuel Dutcher was appointed keeper of the beacon light on the pier at Meaford, at a salary of \$75 per annum.

By Order in Council of 25th June last, Mr. Thomas Hill, lighthouse keeper, Lancaster Pier, was placed on the superannuation list, on an annual allowance of \$201.75; and by Order of 27th August, Mr. Thomas H. Hill was appointed keeper in his place, at a salary of \$300 per annum.

By Order in Council of 3rd November, Mr. William Cullis was appointed keeper of the lighthouse on Manitoulin Island, at a salary of \$400, in place of Mr. John Miller, resigned.

The sum of \$700 was allowed, as customary, as a subsidy to Messrs. A. & H. Hackett, of Colchester, towards the expense of maintaining a lightship at Colchester Reef, Lake Erie. This amount is supplemented by private subscriptions from steam boat owners and others, who are benefited by the establishment of the lightship.

The oil and other supplies for the lighthouses in this division, with the exception of those on the Lower and Upper Ottawa, were delivered in July and August last by the screw steamer "Lake Erie," which was chartered by the Department, after public tender for the service, for the sum of \$2,200. The service was performed fully to the satisfaction of the Department.

The total cost of maintaining the Lights, Light Vessels, Fog Bells, Buoys and Beacons in this Division for the last fiscal year was \$65,421.33. During the same period the expenditure for the construction of Lights was \$16,276.98.

QUEBEC LIGHTHOUSE DIVISION.

This Division comprises the Lighthouses and Lightships at and below Montreal, and on the Richelieu River, formerly under the charge of the Montreal Trinity House, as also all the Lights, Light Ships, Steam Fog-whistles, Buoys and Beacons in the River and Gulf of St. Lawrence, Straits of Belle Isle and north-west coast of Newfoundland. At the close of navigation there were in this Division 126 fixed and revolving lights, eight lightships, three of which are supplied with steam fog-whistles, seven steam fog-whistles at light stations and lightships, eight fog guns, 74 buoys, 55 beacons, and eight provision depots for the relief of shipwrecked mariners. The number of persons in charge of all these was 157.

This Division is the largest and the most important, and for some years past has been under the management of Mr. J. U. Gregory, the Agent of the Department at Quebec, who in addition to the Light House service has also under his supervision several of the Dominion Steamers and the Quebec River Police Force, and the Fisheries Protection Service. Mr. Gregory's Report, giving full particulars of the different services under his charge, and showing the operations of his Agency for the fiscal year ended 30th June last, and also for a portion of the present year, will be found in Appendix No. 2, to this Report.

The Light service between Quebec and Montreal, and in the River Saint Lawrence as far as Pointe des Monts, was performed by the steamer "Druid" under Captain Marmen, who also attended to the laying down, taking up, and keeping in position, the large number of buoys below Quebec.

The Lighthouse service in the Gulf and Straits of Belle Isle was performed by the steamer "Napoleon III." under Captain Despres, two trips to these lights having been made, the one in July and the other in October last.

It will be seen by the Report of the Agent, that several of the lights between Montreal and Quebec have been furnished with more powerful lamps, and thus improved in efficiency during the past year. The Light Towers on the wharf at Montreal have been repaired and rendered fit for some additional years of service, and the Light Towers at Platon and Cape Madelaine removed to more eligible sites.

Reference was made in last year's Report to the pier and lighthouse erected on Algernon Rock near the Pillars Lighthouse, Lower St. Lawrence. The Pier and tower have been fully completed, but owing to some difficulties experienced in connection with the reflecting apparatus, it has not been put in operation. It will be seen by the accounts that the sum of \$6,654.84 was expended on this pier and lighthouse during the past fiscal year, making with previous expenditure the total expenditure to the 30th June, \$8,728.92.

The new light at Bay St. Paul, which was put in operation in October, 1876, is reported to be an efficient light. The total cost of the light amounted to \$1,423.20. The light at Goose Cape, which was put in operation at the same time, is also reported an efficient light. The sum of \$2,281.50 was expended on this light during the past fiscal year, making its total cost to amount to \$2,657.60.

During the past year tenders were invited for the construction of a lighthouse on Greenly Island, Straits of Belle Isle, and the contract awarded to Mr. James Mowat, of Chatham, N.B., for the sum of \$5,290. The contractor has almost completed the lighthouse, and the light will probably be shewn early next season. The sum of \$2,025 was expended on this lighthouse during the past fiscal year, and further expenditure will be shewn in the accounts of the present year. Owing to

the importance of assisting navigation through the Straits of Belle Isle, it is proposed to erect at Greenly Island, the steam fog-whistle which is no longer required at Cape Ray, owing to the establishment of a Woodward steam fog horn at that station. The Fog Whistle at Greenly Island will probably be put in operation next season.

As already stated, a Woodward steam fog-horn, worked by a small steam engine, has been established at Cape Ray, and from the Reports received it has proved satisfactory. These horns are of a simple description and can be maintained at much less expense than an ordinary steam fog-whistle.

Steps were taken to erect at Point Rich, during the last trip of the "Napoleon," one of the automatic Neptune fog-horns, lately invented and manufactured at Montreal, by the Neptune Fog-Horn Company, a description of which horn is given in the Report of the Agent of this Department. The horn at Point Rich was put into operation on the 10th October last, and instructions issued to the keeper to sound it during fogs and snow storms, so as to give a blast of eight seconds' duration every ten minutes. This horn was tested by the Inspector of Lights, after its establishment, and heard at a distance of two miles in a dead calm, but the sound was slight.

The lightship stationed at the Upper Traverse was repaired sufficiently to admit of her being kept at her station during the past season, but the vessel is no longer serviceable, and tenders have lately been invited for the construction of a new lightship.

The lighthouse tower at Egg Island, having been pronounced in a very unsafe condition, arrangements were made to build a new tower at this station, and the work has lately been completed. The expenditure for this tower will probably exceed a thousand dollars, and will appear in the accounts of the present fiscal year.

At West Point, Anticosti, as will be seen by the Report of the Agent, a break-water has been erected to protect the foundation of the lighthouse tower from the encroachment of the sea.

The following changes have occurred in the keepership of the lights in this Division since the date of last Report, viz.:—

By Order in Council of the 2nd February last, the salary of Mr. Thomas Roy, keeper of Grosse Isle Light, has been increased from \$350 to \$400 per annum, owing to increase of labour required by the changing of the light from a fixed to a revolving light.

By Order in Council of the 23rd February, Mr. David Damour was appointed keeper of the Red Island Lightship, at a salary of \$500, with an allowance of \$1,900 per annum to provide a duly qualified engineer to work the fog-whistle, and the

necessary crew for the management of the vessel, in the room of Captain Joseph Levesque, who was unfortunately drowned in the month of October, 1876. A gratuity of \$83.34 was allowed to the widow of the Captain Levesque, by Order in Council of 27th August last.

By Order in Council of 27th February last, the salary of Mr. E. Langlois, lighthouse keeper at Langlois Point, Duchesne River, was increased from \$7 per month during the season of navigation, to \$75 per annum.

By Order in Council of the 1st March, Mr. Ovila Gervais was appointed keeper of the lighthouse at Contrecoeur, at a salary of \$100 per annum in the room of Joseph Gervais, deceased. A gratuity of two months' salary, amounting to \$16.67, was allowed to the widow of the deceased keeper, by Order in Council of the 23rd February.

By Order in Council of the 24th April, the salary of Mr. Louis Guay, keeper of the range lights near Tadousac was increased from \$150 to \$300 per annum, as the lights are situated upon the rugged side of a dangerous cliff, and are separated a considerable distance, and the keeper required assistance to discharge his duties.

By Order in Council of the 1st May, the salary of Mr. Simeon Charland, keeper of the light at St. Pierre les Bicquet, was increased from \$3 per month during the season of navigation, to \$70 per annum.

By Order in Council of the 1st June, Mr. Louis Malouin, light-keeper at West Point, Anticosti, was obliged by bodily infirmity to apply for superannuation, was placed on the retired list with an annual allowance of \$108.60, and by Order in Council of the 25th June, Mr. Alfred Malouin was appointed keeper of the West Point Lighthouse, at a salary of \$600 per annum, including allowance for the pay of an assistant. Mr. Malouin, the late keeper, died shortly after he was superannuated.

By Order in Council of the 6th August, Mr. Antoine Montplaisir was appointed keeper of the lighthouse at Cape de la Madelaine, at a salary of \$100 per annum, in the room of Mr. Pascal Montplaisir deceased.

On the 1st November a lamentable accident occurred at the Manicouagan Lightship, Capt. Thomas Connell, the Keeper, losing his life by the accidental discharge of a gun. Captain Connell had held the position of keeper of the lightship from April, 1873, when the vessel was first placed at the station, and was a very intelligent and efficient officer. By Order in Council of the 14th December, a gratuity of two months' salary, amounting to \$133.34 was allowed to the family of the deceased, as is customary in such cases.

For further particulars as to the Lighthouses, Lightships, Fog-whistles, Buoys and Beacons in this Division, reference may be had to the Report of the Agent in Appendix No. 2, and to the List of Lights published as Supplement No. 1 to this Report.

The total amount expended from the general appropriation made by Parliament for the maintenance of lights, etc., in this Division for the year ended 30th June last was \$105,978.56.

The sum of \$12,945.29 was expended during the period referred to for the construction of lighthouses from the general appropriation made by Parliament for that purpose.

NEW BRUNSWICK LIGHTHOUSE DIVISION.

This Division embraces all the Lighthouses, Fog-whistles, Buoys, and Beacons on the coast of the Province of New Brunswick, and is under the charge of Mr. J. H. Harding, Agent of this Department at St. John, N.B. In this Division there were, at the close of navigation, sixty-six lights, including a lightship and eight fog whistles, under the charge of sixty light-keepers and engineers.

The Report of the Agent of this Department on the condition of the lights in this Division, giving details of the repairs and improvements effected during the past year, will be found in Appendix No. 3 to this Report.

Reference was made in the Report of last year to the contract entered into for the erection of two beacon lights at South Tracadie. These lights have been completed, and were put into operation on the opening of navigation last season. The front light is an open frame tower 20 feet high from base to vane, and painted white, and consists of a fixed white catoptric light, which should be seen from a distance of eight miles in clear weather. The back light is a fixed red catoptric light, elevated twenty-six feet above high water, and is shown from an enclosed square tower 26 feet high, standing 500 feet north from the other tower. These lights are for the purpose of guiding vessels over the bar into the gully. The cost of the erection of these light beacons, including lighting apparatus, was \$820.

During the past season the lighthouse at Pea Point, L'Etang Harbour, Charlotte County, has been completed, and the light will be put in operation during the present month of January. The light is a fixed green catoptric light, elevated 51 feet above high water, and in clear weather should be seen a distance of 10 miles. The building is a wooden square tower 31 feet high, painted white, with dwelling attached. The sum of \$522.76 was expended on this light up to the 30th June last, and further expenditure will appear in the accounts of the present fiscal year.

A contract was entered into during the past season for the erection of the necessary building for an automatic fog trumpet, worked with compressed air, on Grindstone Island, at the entrance to Five Fathom Hole, the only safe harbour of refuge for vessels on the eastern side of the Chignecto Channel. The buildings have been recently completed, and the trumpet is now in working order. This trumpet is from the establishment of Mr. F. W. Holmes, London, England, and was supplied

with the necessary machinery at a cost of \$2,686.40. The amount expended on account of this fog trumpet to 30th June last was \$3,200.98.

During the past season steps were taken to have erected at Head Harbour Light Station, Campobello Island, Bay of Fundy, one of the Neptune automatic fog-horns previously referred to. The fog horn was put in operation in October last, but the Agent of the Department at St. John, who visited the station and examined the horn, reports that the results are not as satisfactory as could be desired, and that he does not consider it suitable for the station. It was designed for giving a blast every three minutes, but it was changed to a blast every minute. This change having impaired the sound, measures are now being taken to carry out the original arrangement.

The cost of this fog-horn, including erection, will appear in the accounts of the present year.

During the past year a powerful fog bell was erected at Quaco Lighthouse, Saint Martin's, and put in operation on the 15th February last. The bell is in a framed tower built on the lighthouse rock, and is regulated by machinery to strike every twelve seconds. It is sounded during thick and foggy weather and snowstorms, and under favourable circumstances should be heard from two to three miles, and in stormy weather and against the wind about a mile. The cost of the bell, machinery and tower was \$1,252 85.

Tenders were also invited during the past season for the construction of a new lighthouse tower on Machias Seal Island, in the Bay of Fundy, and the contract awarded to Mr. George Armstrong, of Oromocto, for the sum of \$2,889. This lighthouse will be completed and a fixed white dioptric light of the third order will be shown at it next season. The dioptric light for this station ordered from the establishment of Messrs. Chance Bros., near Birmingham, at a cost of £582.11s., was unfortunately consumed at the great fire at St. John, N.B., on the 20th June last, and it was found necessary in consequence to order another light from the same establishment.

The following changes have occurred in the keepership of the light and fog-whistles in this Division since the date of the last Report, viz:

By Order in Council of the 19th March last, Mr. Joseph Forbes was appointed keeper of the two range lights lately erected at South Tracadie Gully, at a salary of \$150 per annum.

By Order in Council of the 7th April, Mr. Alex. Davidson was appointed keeper of the new lighthouse at Pea Point, Charlotte County, at a salary of \$250 per annum.

By Order in Council of the 7th April last, the salary of Mr. Meier Robertson, keeper of the Beacon Lights on Shediac Island, was increased from \$200 to \$250 per annum, owing to the amount of labour required in attending the lights.

By Order in Council of the 20th April, the salary of Mr. Dositée J. Robichaud, keeper of the lighthouse at Goose Lake, Miscou, Island, was increased from \$200 to \$250 as the light in question is a revolving light, and he required to engage assistance to enable him to discharge his duties.

By Order in Council of the 24th April last, Mr. Robert Rivers, of Pokemouche, was appointed keeper of the lighthouse and fog-whistle on Miscou Island, in place of Mr. George McConnell, deceased, at a salary of \$800 per annum, he being required from this amount to pay for the service of a competent engineer to work the fog-whistle.

By Order in Council of the 1st May, Mr. James Clark was appointed keeper of the lighthouse recently erected on the Sand Bar, St. Andrews Bay, at a salary of \$350 per annum.

By Order in Council of the 9th June, Mr. David Webster of Shediac, was appointed keeper of the two lighthouses, and engineer of the fog whistle, on Machias Seal Island, in place of Mr. Alexander Eddy, resigned, at a salary of \$1,000 per annum, he being required from this salary to pay for the services of a competent assistant.

Mr. George Rogers, keeper of Miramichi lightship, died on 10th November last, but as the season of navigation had almost closed no keeper was appointed.

The total amount expended on account of construction of Lighthouses, Fog-whistles, &c., in this Division for the fiscal year ended 30th June last, was \$7,083.82, and the sum expended on maintenance of Lights, Fog-whistles, Buoys and Beacons was \$50,998.18.

NOVA SCOTIA LIGHTHOUSE DIVISION.

This very important Division is under the charge of Mr. H. W. Johnston, Agent of this Department at Halifax, and detailed information as to light-houses, fog-whistles and the Dominion steamers "Newfield" and "Glendon," which are also managed by him, will be found in his Report contained in Appendix No. 4 to this Report. At the close of navigation there were in this Division 110 light-houses, 10 steam fog-whistles and one lightship. The number of lighthouse keepers and engineers of fog-whistles was 115.

Reference was made in the Report of last year to the new lighthouse erected at Guyon Island, Cape Breton. This light-house has been completed and the light put into operation on the 20th June last. The light is a revolving catoptric red light attaining its greatest brilliancy every 30 seconds. It is elevated 74 feet above high

water mark, and should be seen in clear weather from a distance of 12 miles. The building is a wooden square tower, 54 feet high from base of structure to vane of lantern, with dwelling attached. The sum of \$2,629.50 was expended on this light during the past fiscal year, making its total cost including lantern and lighting apparatus, amount to \$5,668.60. The new lighthouse at Big Arrow Island, Petit de Grat Inlet, Cape Breton, was also completed during the last season, and the light put into operation on the 15th May last. This light is a fixed red catoptric light, elevated about 38 feet above high water, and should be seen in clear weather from a distance of 10 miles. The building consists of a square wooden tower, 31 feet high, with dwelling attached. The cost of this light-house including lighting apparatus, as will be seen by reference to the accounts of the past fiscal year, was \$1,810.01.

During the past season it was found advisable to change the light at Isaac's Harbour, in the County of Guysboro, so as to show two fixed white lights, 20 feet apart vertically, instead of one red light as heretofore shown. This change was made on the 1st May last. A new lighthouse tower during the past summer has been erected on Devil Island, at the eastern entrance to Halifax Harbour, and on the 15th October last, two fixed white lights were exhibited instead of the red light heretofore exhibited. The new tower stands 524 feet from the old tower, and the light shown from it at a height of about 60 feet, should be seen in clear weather from a distance of 13 miles. The sum of \$669.05 was expended on account of this light-house during the past fiscal year, and the further expenditure will be shown in the accounts of the present fiscal year.

The new lighthouse at Pope Harbour, Halifax County, to which reference was made in the Report of last year, was completed, and the light put in operation on the 20th September last. This light is a fixed red, catoptric light, elevated 45 feet above high water, and should be seen in clear weather at a distance of nine miles. The building consists of a wooden square tower, 37 feet high, with a keeper's dwelling attached. The sum of \$337.41 was expended on this light-house during the past fiscal year, and the additional cost will appear in the accounts of the present fiscal year. The lighthouse at Fort Point, La Have, was put into operation on the 1st of January last. The light shown is a fixed red catoptric light elevated 48 feet above high water and is seen at a distance of 8 miles. This lighthouse consists of a square wooden tower with dwelling attached. As will be seen by the accounts of the past fiscal year, the cost of this lighthouse amounted to \$1,612.88.

The new fog-whistle on Cape Sable Island, to which reference was made in last year's Report, has been in successful operation during the past year. As will be seen by the accounts the sum of \$7,085.15 was expended on the fog-whistle during the past year, making its total cost to amount to \$10,039.46. As will be seen by reference to the Report of the Agent, the new fog-whistle at Sambro has been in continuous operation during the past year in thick and foggy weather, but the sound cannot be

heard as far as is desirable. The expenditure in connection with the establishment of this fog-whistle, owing to the difficulties of the situation, has been much larger than anticipated. The sum of \$8,081.38 was expended during the past fiscal year, making the total cost of the fog-whistle, with previous expenditure, to amount to \$23,272.96. During the past season a new lantern has been supplied with improved lamps and reflectors to the lighthouse at Cross Island, the cost of which is shewn in the accounts of the past fiscal year.

A new revolving apparatus, with lamps and reflectors, has been supplied to the light at Liverpool at a cost of \$1,040.26.

During the past season tenders were invited for the erection of a lighthouse on Isle Haute, in the Bay of Fundy, and the contract awarded to Mr. Calvin Cogswell, of Oromocto, N.B.; contract price, \$3,700. It is expected that the lighthouse will shortly be completed and the light put in operation. The cost of the lighthouse will appear in the accounts of the present fiscal year.

A new iron lantern and revolving lighting apparatus were supplied last season for the important light on Egg Island, but owing to the lateness of the season when it arrived, it could not be erected.

As will be seen by reference to the Report of the Agent, the new lamps and reflectors supplied during the season of 1876 to the light on Beaver Island, were destroyed by fire, as well as the plate-glass in the lantern, on the 6th August last. The damage was immediately made good by means of the new lighting apparatus for Scattarie Island, which happened to be on hand.

A new lantern and lighting apparatus of much greater power than that formerly employed, were supplied during the past season to the lighthouse at Country Harbour at a cost of \$1,766.20, and also an iron lantern and new lighting apparatus for Cranberry Island Light, at a cost of \$1,950. A new iron lantern has also been supplied to Pictou Harbour Light at a cost of \$91.98, including plate-glass, and also a new lantern for the Louisburg Light, at a cost of \$971.54, and one for Main-a-Dieu light, at a cost of \$579.10. A new lantern and lighting apparatus has been supplied to Low Point Lighthouse at a cost of \$1,640.73.

The new protection wall at Amet Island, to which reference was made in the Report of last year, has been completed. The total cost of this work, including the expenditure of the previous fiscal year, amounted to \$12,729.89.

During the past season the damage inflicted to the Lighthouse buildings and Humane Establishment, on St. Paul's Island, by the water-spout which burst over the Island on the 17th August, 1876, has been repaired. A detailed statement of the repairs and improvements effected will be found in the Report of the Agent.

A new reservoir has been erected at Cape d'Or Fog-whistle, to make adequate provision for water supply during a dry season, at a cost of \$1,395.

The following changes have occurred in the keepership of the lights in this Division since the date of the last Annual Report, viz. :—

Owing to mental infirmity, Captain J. H. Kendrick, Superintendent of Lights, was obliged to retire from the service on the 1st October last, and his position has been filled by the appointment of Captain Edmond Roche, who commenced duty on the 14th June last.

By Order in Council of the 8th January last, Mr. James Skinner was appointed engineer of the fog whistle on Sambro Island, at a salary of \$500, and Mr. Alex. Gilkie, assistant engineer at a salary of \$250, and Mr. Alfred Gilkie, keeper of the lighthouse at a salary of \$400, in the room of Mr. Joseph Gilkie, who was unfortunately drowned in March, 1876, while proceeding from the island to the mainland.

Mr. Skinner resigned his charge of the fog whistle on the 30th September, and Mr. John Moyes has been placed in temporary charge.

By Order in Council of the 30th January last, the salary of Mr. Edward Horn, keeper of the lighthouse at Meagher's Beach, was increased from \$400 to \$450, owing to an increase of labour required by the establishment of the fog bell at that station.

By Order in Council of the 5th March, Mr. Colin A. Chisholm was appointed keeper of Pomquet Island Lighthouse, at a salary of \$350 per annum, in place of Mr. John Atwater, deceased. A gratuity of two months' salary was allowed to the widow of the deceased keeper, by Order in Council of the 20th March.

By Order-in-Council of the 20th March, Mr. Abraham Zinck was re-appointed keeper of Mahone Bay Light at a salary of \$250 per annum. Mr. Zinck, however, only retained his situation till the 19th September, when he resigned, and Mr. James Zinck was appointed in his place at the same salary.

By Order in Council of the 3rd April, Mr. Ferron Boudrot was appointed keeper of Big Arrow Island Light, lately erected, at a salary of \$200 per annum.

By Order in Council of 28th April, Mr. Robert Winton was appointed keeper of the new light on Guyon Island, at a salary of \$400 per annum.

By Order in Council of the 7th May, Mr. Michael Wrayton was appointed keeper of Stoddart's Island Light, at a salary of \$100 per annum.

By Order in Council of the 6th August, Mr. James Bollong was appointed keeper of the new light at Pope Harbour, at a salary of \$300 per annum.

By Order in Council of the 27th August, Mr. Thomas Langley was appointed keeper of the lighthouse at Canso Harbour, in the place of Mr. Thomas Langley, deceased, at a salary of \$200 per annum.

By Order in Council of the 8th October, Mr. John W. Hall was appointed keeper of the lighthouse on Beaver Island, at a salary of \$400, in place of Mr. Norman McIver Campbell, resigned.

By Order in Council of the 3rd November, Mr. Joseph H. McDonald was appointed keeper of Port L'Hebert Light in the room of Mr. Martin Lisk, deceased, at a salary of \$100 per annum.

By Order in Council of the 7th December, Mr. Simon Babin was appointed keeper of Jerseyman Island Light, at a salary of \$300 per annum, in the room of Mr. Simon Babin, senior, deceased.

The total cost of the maintenance of the Lighthouses, Fog-Whistles, Buoys and Beacons in this Division, including the Humane Establishments on Sable, St. Paul and Scattarie Islands, during the fiscal year ended the 30th June last, amounted to \$127,999.70, and the amount expended during the same period out of the general appropriation for construction of lights was \$25,550.

PRINCE EDWARD ISLAND LIGHTHOUSE DIVISION.

The Report of Mr. William Mitchell, Agent of this Department at Charlottetown, who also acts in the capacity of Inspector of Lights, will be found in Appendix No. 5 of this Report.

In this Division there are twenty-two light stations, but at some of these there are range lights in operation, making the total number of lights amount to 30. There are 22 light-keepers.

Reference was made in the Report of last year to the new lighthouse erected at West Point. It will be seen by the accounts that in addition to previous expenditure the sum of \$1,304.59 has been paid during the past fiscal year, making the total cost of the lighthouse \$8,240.17. The sum of \$1,714 was also expended on the new lighthouse at Wood Island, making the total cost of that lighthouse \$3,679.42. The sum of \$3,419.61 was also expended during the last fiscal year on the new lighthouse and dwelling at Blockhouse Point, making the total cost to amount to \$4,345.84. During the past season the new lighthouses at North Rustico and Tracadie, to which reference was made in the Report of last year, have been put in operation. At North Rustico two catoptric lights are shown in one tower, and are 16 feet apart vertically, the upper being white and the lower red. The white light is elevated 40 feet above high water, and can be seen 10 miles; the red light is elevated 24 feet, and can be seen three miles. The tower is a white square wooden building 35 feet high, with dwelling attached. The cost of the Rustico lights amounted to \$2,377.42.

The Tracadie lights are elevated on open square frame work towers, standing on the beach at a distance of 230 yards from each other. The lights are red, and are elevated, the back one 30 feet and the front one 18 feet above high water. In clear weather they should be seen at a distance of from 8 to 10 miles, the costs of these lights was \$958.20

During the past season two fixed white catoptric lights have been put in operation at Big Tignish, to range with the channel at the entrance of the harbour. The lights are in small lanterns and hoisted on masts, the back light standing inshore and the front one on the outer end of the breakwater, about 350 yards from the back light. They should be seen about six miles in clear weather. Mr. I. Chasson was appointed keeper of these lights by Order in Council of 27th August, at a salary of \$100 per annum.

A fixed red catoptric light has also been put into operation at Little Sands; the light is elevated 50 feet above high water mark and in clear weather should be seen about five miles. It is placed in the gable window of a house 20 feet high.

The new lighthouse at Malpeque, Fish Island, to which reference was made in last year's Report was put in operation at the opening of navigation last season. A white catoptric light elevated 50 feet above high water is shown, and can be seen at a distance of 12 miles in clear weather. The tower is a white square wooden building 46 feet high, with dwelling attached. A range light of open frame work stands at a distance of 400 yards from the main light, and in range with it shows the channel over the bar. The sum of \$2272.28 was expended on this lighthouse during the fiscal year ended 30th June last.

The new lighthouse on Sandy Island, Cascumpec, to which reference was also made in last year's Report, has also been fully completed. A white catoptric light elevated 45 feet above high water is shown, and can be seen in clear weather at a distance of 12 miles. The tower is a wooden building 41 feet high, painted white with dwelling attached. A red light on open frame work stands at a distance of 218 yards from the main light, and in range with it shows the channel over the bar. This light can be seen from a distance of six miles.

The cost of this lighthouse, as will be seen by reference to the accounts, was \$2,809.16.

The two new range light towers at Little Channel or Conway Inlet were completed and put in operation on the 20th August last. These lights stand at a distance of 66 yards apart. The principal light being shown from a white square wooden building, 30 feet high, and the other from an open frame work tower, 20 feet high. The principal light can be seen 10 miles distant, and the other eight miles.

The sum of \$806.50 was expended on these lights during the fiscal year ended 30th June last.

No changes have occurred in the keepership of the lights in this Division during the past year.

By reference to Appendix No. 5 it will be seen that the sum of \$17,752.03 was expended during the past fiscal year, in the construction of new lighthouses, and the sum of \$11,817.01 in the maintenance of Lighthouses, Buoys and Beacons.

BRITISH COLUMBIA LIGHTHOUSE DIVISION.

The Report of Captain James Cooper, Agent of this Department at Victoria, B.C., will be seen by reference to Appendix No. 6 of this Report. No new lighthouses have been established in this Division since the date of last Report, but repairs and improvements have been made to the existing lighthouses where found necessary and these will be found specified in the Report of the Agent. The lighthouses in British Columbia are six in number, and there is one lightship. The lightkeepers with assistants number 14. The following changes have occurred in the keepership of the lights in this Division since the date of last Report, viz :—

By Order in Council of the 12th July last, Mr. R. G. Wellwood was appointed Keeper of Point Atkinson light at a salary of \$800 per annum in the place of Mr. Edward Woodward resigned.

By Order in Council of the 21st December last Mr. Emanuel Cox was appointed Keeper of the lighthouse at Cape Beale at a salary of \$1,200, including allowances, in place of Mr. Westmoreland, resigned, and Mr. Alex. McKinnon Keeper of the lighthouse at Beren Island, in place of Mr. Cox transferred to Cape Beale Lighthouse.

The total cost of the maintenance of Lights, Buoys and Beacons in this Division for the year ended 30th June last, as will be seen by reference to the detailed accounts in Appendix No. 6, amounted to \$15,853.60.

OIL.

The oil required for the different lighthouses in these Divisions, excepting for those lighthouses in British Columbia, was supplied under contract during the past year by Messrs. F. A. Fitzgerald & Co., Union Petroleum Co., London, Ontario. The lights in British Columbia, with the exception of Fraser River Lightship, and Race Rocks Light, use petroleum oil; at Race Rocks and Fraser River, dog-fish liver oil, which is found to give a brilliant light and to answer every practical purpose, is now used instead of Colza oil, as formerly.

The contract with Messrs. Fitzgerald & Co. for the supply of oil was for a term of three years, and has now expired, and tenders will shortly be invited for the supply

required for next season. The oil furnished last season was delivered at Halifax and St. John at a cost of 27 cents per gallon, wine measure, at Quebec at a cost of 26 cents, at Montreal at a cost of 25½ cents, and at Hamilton and Goderich at a cost of 24½ cents, the charges being paid by the contractors. The oil supplied was required to be double-distilled standard white extra refined, and to be non-explosive at a vapour test of 125 degrees Fahrenheit, and to have a specific gravity of between 44 and 48 degrees Baume, at a temperature of 60 degrees Fahrenheit, and to burn brilliantly without crusting or discolouring the wick. The quantity of oil supplied to the lighthouses above Montreal during the past season amounted to 19,907 gallons; to the lights in the Quebec District, and on the north shore of New Brunswick and Prince Edward Island was 24,711 gallons; to the lights in the Bay of Fundy 21,081 gallons, and to the Nova Scotia lights 45,562 gallons, making in all 111,261 gallons.

9,195 gallons of this quantity supplied for New Brunswick lights in the Bay of Fundy was to replace oil consumed on the occasion of the great fire in St. John in June last.

DOMINION STEAMERS.

The steamers under the control of this Department consist of the screw steamer "Napoleon III," the "Lady Head," screw, the "Druid," paddle-wheel, the "Newfield," screw, the "Glendon," screw, the "Richelieu," paddle-wheel, the "Sir James Douglas," screw, and two small steam launches "Dolphin" and "Adele," employed in connection with the River Police at Quebec, and for preserving order amongst the shipping under the regulations of the Harbour Commissioners.

By reference to the Report of the Agent at Quebec it will be seen that the steamship "Napoleon III" has been employed during the past season in supplying the light stations on the north shore of the River St. Lawrence, in the Gulf and in the Straits of Belle Isle, the north shore of New Brunswick and Prince Edward Island. During the past season two trips were made to all the stations in the Gulf excepting those in New Brunswick and Prince Edward Island.

A statement of the movements of this steamer, from the 25th of September, 1876 to the 3rd of August, 1877, will be found with the Report of the Agent.

The steamship "Druid" has been employed during the past season in supplying the lighthouses, &c., from Pointe des Monts to Montreal, and in laying down, taking up and keeping in position the large number of buoys below Quebec. She was also employed during a portion of the season in conveying His Excellency the Governor General and Suite to the Gulf of Saint Lawrence, and also in collecting information and procuring witnesses in connection with the Fisheries Commission then being held at Halifax.

A statement of the movements of this steamer from the 1st of October, 1876, to the 16th of July, 1877, will also be found in the Report of the Agent.

The steamship "Lady Head," under the direction of Commander Lavoie, was employed during the last season as an armed cruiser, for the protection of the Fisheries, and in collecting information and procuring witnesses until the month of November, when she was sent to Halifax to attend the required winter service at that place in the absence of the "Newfield."

The steamship "Newfield" has been busily engaged during the past season in the supplying of the lights in Nova Scotia, and the lights in New Brunswick, situated in the Bay of Fundy. She also supplied with coal the steam fog-whistles at Point Escuminac, New Brunswick, and Etang du Nord, Magdalen Islands, and Cape Gaspé, in the Quebec division, and delivered a quantity of coal at Gaspé. A detailed account of the movements of this steamer from the 20th of November, 1876, to the 6th November, 1877, will be found appended to the Report of the Agent of this Department at Halifax. It has been found advisable to employ the "Newfield" to carry to Havre the goods for the Paris Exhibition, and she sailed from Halifax on this service on the 17th December, under the command of Captain J. N. Purdy, and arrived at Havre on the 30th December, 1877, making the voyage in 13 days, during which she had to lay to for part of two days.

The steamer "Glendon" has been stationed at Halifax, and during the past year has been employed in attending to the important buoy service in that harbour, and supplying the Sambro Island fog-whistle station and other lighthouse stations in the Nova Scotia Division. An account of her movements will also be found with the Report of the agent at Halifax.

The steamer "Sir James Douglas," employed in British Columbia, has, as usual, during the past year, attended to the light and buoy service in that Province, and also conveyed survey parties of the Canada Pacific Railway to various stations on the coast. An account of her movements for the fiscal year ended 30th of June last, will be found with the Report of the Agent of this Department at Victoria.

The steamer "Richelieu," as stated in last Report, has been temporarily transferred to the Montreal Harbour Commissioners, and is not a charge upon the Government for maintenance.

The steamer "Northern Light" is employed in maintaining communication during the winter season between Prince Edward Island and the mainland. This vessel as stated in the Report of last year, was built especially for this service, and during the last winter performed the service satisfactorily, though the difficulties encountered were of a very formidable description.

It was deemed advisable at the close of the season last spring, to make extensive repairs and alterations which were found necessary after the winter's work.

In Appendix No. 36, to this Report, will be found a Report of the Agent of this Department at Charlottetown, showing the movements of the steamer from the date of the first trip, on the 9th of January, to the date of the last one, on the 20th of April. In Appendix No. 28, will be found a statement showing that the expenditure on account of construction and outfits for the last fiscal year amounted to \$60,736.79.

Appendix No. 29 shows that the expenditure on account of this vessel in maintaining winter communication between Prince Edward Island and the mainland for the last fiscal year was \$17,287.63. The amount received last season for the carriage of freight and passengers was \$2,357.06. She is now running with much regularity, making three round trips every week, leaving Georgetown every Monday, Wednesday and Friday, at 9:30 a.m., and Pictou every Tuesday, Thursday and Saturday, at 9 a.m.

It is proposed, however, to change the hours of leaving each place to 8 a.m., which will make much better connection with the Railways. At present passengers and letters from the Island for the west are delayed 22 hours at Truro, which delay will be avoided, when this change is made.

The amount expended for the construction of the "Northern Light" up to the 30th of June last, was \$60,736.79, and the sum of \$17,287.63 was expended for maintenance of the vessel during the fiscal year ended 30th June. A statement of this expenditure will be found in Appendices Nos. 26 and 27.

By reference to Appendix No. 7, it will be seen that the amount expended in the maintenance of the "Napoleon III" for the fiscal year ended 30th June last, was \$24,593.24; of the "Druid" \$25,394.42; of the "Newfield" \$27,150.93; of the "Glendon" \$11,688.36; and, of the "Sir James Douglas" \$16,095.90, making the entire expenditure \$104,922.85, exclusive of the expenditure of the "Lady Head" employed in the Fisheries Protection Service, and the "Northern Light" expenditure.

HARBOUR AND RIVER POLICE.

A River Police Force for a number of years past has been maintained at the Ports of Montreal and Quebec, for the purpose of maintaining order among the shipping during the season of navigation, and restraining crimping. A tax of three cents per ton is imposed under the provisions of the Act, 31 Vic., cap. 62, for the maintenance of the Force, on vessels arriving at these Ports. Vessels of 100 tons and under are required to pay the tax once in each year, and vessels over 100 tons twice.

During the past season the Force at Quebec was sworn in on the 2nd of May, and disbanded as usual on the 30th of November. It consisted of the Chief Constable, who also holds the position of Shipping Master, and receives a salary of \$1,200 per

annum, for both offices. One clerk and assistant in the Shipping Office, at \$1,000 per annum; one steersman at \$2.20 per diem; one steersman and six coxswains, at \$1.80; 36 constables at \$1.50; two engineers at \$50 and \$45 per mensem; and one assistant engineer at \$25 per mensem. It will be seen by reference to the Report of the Chief Constable in Supplement No. 2 to this Report, that the police steamers are actively engaged during the day, and performed during the last season two-thirds of the duty on the river, while, during the night, a constant patrol is kept up by the police boats, each manned with a crew of six men under the charge of a coxswain.

The provisions of the Shipping Act are strictly enforced.

It may be noted also that one of the police steamers, or a boat, is placed at the service of the Harbour Commissioners for the use of the Harbour Master, or his assistant, whenever required.

By means of the River Police they execute all warrants on board ship and ashore on both sides of the river, and also go in search of timber, boats, and other articles lost from ships, rafts or booms. The provisions of the Act 36 Vic., chap. 129, have been so strictly enforced during the past season, that masters of ships state that there is no port either in England or elsewhere where they or their crews are so well protected as in Quebec. During the past season one seaman who had been induced by crimps to act as a runner, was arrested for going on board ship without permission, convicted, and sentenced two years in the Penitentiary. 668 persons, during the last season, were arrested by the River Police, Quebec, for various offences, and a statement of these offences and of the nationality of the parties offending, will be found appended to the Report of the Chief Constable.

The total amount expended at Quebec in connection with this service for the fiscal year ended 30th June last, was \$21,482.08, while the dues collected for the same period amounted to \$23,512.20, showing an excess of receipts over expenditure, of \$2,030.12. A detailed statement of the expenditure of this River Police Force, showing the amount disbursed for pay and clothing, maintenance of the police steamers and contingencies, will be found in Appendix No. 13. It will be seen by reference to the accounts for the year ended 30th June, 1876, that there has been a reduction in the expenditure during the past year, as compared with that preceding it, of \$5,654.60, while there is also an increase in the receipts, as compared with those of the preceding year, of \$2,721.08.

The Water Police Force at Montreal, during the past season, consisted of a Chief Constable, four sergeants and nineteen constables, numbering together, with Mr. H. S. A. Ormond, Inspector, who was appointed by the Minister of Marine to this position, at a per diem allowance of \$2.50 on the recent retirement of Judge Coursol, twenty-five in all. The Chief Constable received at the rate of \$3 per diem. The sergeants \$1.90 each per diem, and the constables \$1.50 per diem. It will be seen by reference

to the Report of the Inspector in Supplement No. 2 of this Report, that this Force was sworn in as customary on the first of May last, and disbanded on the 30th November. During the past season it maintained its usual efficiency and rendered good service during the labour strike that occurred in the month of June last.

As will be seen by the Report of the Inspector, very comfortable and commodious quarters have been provided for the Force in the basement of the new building of the Harbour Commissioners, for which a rent of \$500 per annum is allowed by the Department. No arrests for crimping appear to have been made during the past season, so that it may be considered almost, if not altogether, eradicated at the Port of Montreal. Three hundred and one persons were arrested during the year, not including sailors taken into custody for drunkenness, and at the request of their officers liberated when sober and taken on board their vessels.

The total expenditure on account of the Montreal Water Police for the past fiscal year, as will be seen by reference to Appendix No. 13, was \$13,524.29, while the amount of Harbour Police dues collected at Montreal during the same period, was \$5,085.90, showing an excess of expenditure over receipts of \$8,438.39. The expenditure for this Force during the preceding fiscal year, was \$14,090, and the receipts amounted to \$5,708.97.

The total amount expended at Quebec and Montreal, on account of River Police Service for the past fiscal year, was \$35,006.37, being a reduction in the expenditure of the preceding year of \$6,216.31. The amount voted for this service for the fiscal year ended 30th June last, was \$35,790. The total amount collected at Quebec and Montreal during the year ended 30th June last, was \$28,598.10, which, deducted from the expenditure, shows an excess of expenditure over receipts of \$6,408.27.

The receipts and expenditure on account of this service during the past eight year, are as follows, viz. :—

	Receipts.	Expenditure.
For fiscal year ended 30th June, 1870.....	\$23,996 68	\$18,461 83
“ “ “ 1871.....	21,235 06	17,400 73
“ “ “ 1872.....	27,215 80	20,348 00
“ “ “ 1873.....	26,618 50	32,653 87
“ “ “ 1874.....	28,650 39	38,897 52
“ “ “ 1875.....	25,620 09	37,895 00
“ “ “ 1876.....	26,499 09	41,222 68
“ “ “ 1877.....	28,598 10	35,006 37
	\$208,433 71	\$241,886 00
Deduct receipts from expenditure		208,433 71
Excess of expenditure over receipts.....		\$ 33,452 29

SICK AND DISTRESSED MARINERS.

By the amendment to the Act for the treatment and relief of sick and distressed mariners, which came into operation on the 8th April, 1875, vessels of a greater burthen than one hundred tons register are required to pay a duty of two cents per ton three times in each year instead of twice as formerly. By this amendment a considerable increase has accrued to the revenue, the receipts to the Sick Mariners Fund for the year ended 30th June last amounting to \$43,739.21, instead of \$37,801.46, being the receipts for the year ended 30th June, 1875. The receipts for 1876 amounted to \$41,287.66, so that there is an increase in the past year over that preceding it of \$2,451.55.

As the Sick Mariners Act does not apply to the Province of Ontario, no dues are collected at ports in that Province, and no expenditure for sick seamen in Ontario consequently appears in the Public Accounts. For some years past, however, a small grant of \$500 has been made towards the General and Marine Hospital at St. Catharine's, and a grant of a similar amount to the General Hospital at Kingston, as sick seamen are received and cared for in these institutions. In the Province of Quebec the expenditure on account of sick and distressed seamen, including the total expenditure for the Marine and Immigrant Hospital at Quebec, as will be seen by reference to Appendix No. 21, amounted to \$26,047.34, of which sum \$2,106.35 was expended on account of shipwrecked and distressed seamen, and \$1,208.42 for sick seamen at ports other than those of Montreal and Quebec.

At the Port of Montreal sick seamen are cared for at the General Hospital, under an arrangement made by the Department, by which 90 cents per diem is paid for each seaman, including both board and medical attendance. The number of seamen treated at this Hospital for the year ended the 30th November, 1876, was 218, and the amount paid was \$2,766.60. The amount of sick mariners dues collected at the Port of Montreal for the fiscal year ended 30th June last was \$2,297.68.

At the Port of Quebec sick seamen are provided for in the Marine and Immigrant Hospital. The sum expended on account of this Hospital for the fiscal year ended 30th June last was \$19,965.97, as will be seen by reference to Appendix No. 19, while the appropriation made by Parliament for its maintenance was \$20,000. The sum of \$2,666.66 was received from the Government of Quebec for the care and maintenance of residents of Quebec, the sum of \$217.80 for paying patients, and \$126 for rent of beach lots, making the total amount deposited to the credit of the Receiver-General \$3,010.46. The sum contributed, therefore, by the Dominion Government during the last fiscal year on account of this Hospital amounts to \$16,955.51, which includes the cost of maintaining sick immigrants as well as mariners, and estimating the cost of the immigrants, of whom there were 27 in the Hospital, having 502 days treatment, at \$737.96, the cost of sick mariners would amount to \$16,217.55. It would appear, however, from the Report of the Hospital, Appendix No. 19, that

during the year ended 30th June last, out of 1,057 patients 681 were seamen, having 11,032 days' treatment, 27 were immigrants having 502 days' treatment, while no fewer than 349 were residents of Quebec, having 12,412 days' treatment in the Hospital. As stated, therefore, in previous Reports, the amount received from the Government of Quebec towards the maintenance of residents appears to be altogether inadequate. A fair proportion of the cost of the institution for the last fiscal year would be as follows: For seamen, \$9,198.38; for immigrants, \$418.56, and for residents, \$10,349.02. As stated in last year's report a fair proportion of the cost of maintaining residents of Quebec in the Hospital has not been paid for some years past, and the allowance formerly paid by the Local Government for this service was reduced in 1875 from \$4,000 to \$2,666.66. Taking into consideration the total number of days spent in the Hospital by sailors, immigrants and residents of Quebec, viz., 23,946, the cost of maintaining each patient per diem, viz., 83½c., does not appear to be excessive, and is considerably less than that of last year, viz., \$1.05.

The collection of sick mariners' dues at the port of Quebec for the last fiscal year amounted to \$15,723.92, and the total amount of dues collected in the Province of Quebec for the same period amounted to \$19,896.86. The expenditure for sick seamen at the different ports in the Province for the last fiscal year, estimating the actual charge to the fund for the Marine Hospital at Quebec at \$16,217.55 as above stated, amounts to \$20,192.57, showing an excess of expenditure over receipts of \$295.71.

The expenditure on account of sick and disabled seamen in the Province of New Brunswick, amounted during the last fiscal year to \$10,054.52, and for shipwrecked and distressed seamen \$147.89, making a total expenditure of \$10,202.41, while the receipts for the same period amounted to \$10,581.65, showing an excess of receipts over expenditure of \$379.24. In New Brunswick there are Marine Hospitals established at St. John, St. Andrews, Miramichi, Richibucto, Bathurst and Sackville, and returns are received weekly from the physicians in charge of these Hospitals, as to the number of patients. From these returns it would appear that the average weekly number of patients at the different hospitals, is as follows, viz: St. John Marine Hospital, 14; Miramichi, 6; St. Andrews, nearly 2; Richibucto, 3; and Sackville, 2.

By reference to Appendix No. 21, it will be seen that the expenditure on account of these Hospitals for the past fiscal year was as follows: St. John Marine Hospital \$5,093.58, Miramichi, \$1,580.45, St. Andrews, \$718.80, Bathurst, \$529.68, Sackville, \$697.50, while the expenditure at the other ports of the Province, where no hospitals existed, amounted to \$566.94. The collection of sick mariners dues at the Port of St. John for the past fiscal year, amounted to \$5,674.62.

In the Province of Nova Scotia, Marine Hospitals have been established at the

Ports of Sydney and Yarmouth. At other ports sick seamen are cared for by the Chief Officer of Customs, except at Halifax, where they are admitted into the Provincial and City Hospital, under special arrangement made with the Managers, by which \$5 per week is paid for the board and medical attendance of each seaman.

By reference to Appendix No. 21, it will be seen that the sum of \$3,376.64 was paid to the hospital during the last fiscal year for this service. The cost of maintenance of the Marine Hospital at Sydney for the past year amounted to \$1,310.36. The total amount expended for sick and disabled seamen in the Province of Nova Scotia during the past fiscal year amounted to \$13,655.14, and for shipwrecked and distressed seamen to \$4,844.86, making the total expenditure amount to \$18,500. At the Port of Halifax the collections for the past year to the Sick Mariners' Fund amounted to \$4,644.26, and the total amount of the collections for the same period throughout the Province was \$10,443.53. It will thus be seen that there was an excess of expenditure over receipts of no less a sum than \$8,056.47.

In the Province of Prince Edward Island an expenditure on account of sick and disabled seamen during the past year amounted to \$1,326.97, and for distressed seamen to \$481.00, making a total expenditure of \$1,807.98, while the collections to the sick Mariners' Fund for the same period amounted to \$939.08, showing an excess of expenditure over receipts of \$868.90.

The cost of maintenance of the Marine Hospital at Charlottetown for the past fiscal year amounted to \$1,045.57. Fifty seamen were admitted during the past fiscal year, the average weekly number of patients being six during the season of navigation. A Marine Hospital has been built at the Port of Souris, but it has not yet been opened.

The Marine Hospital at Charlottetown is in a small cottage, which is rented for the purpose, but is not very suitable for the service.

In the Province of British Columbia the sum of \$3,092.69 was expended during the past fiscal year for sick and disabled seamen, and the collections for the Sick Mariners' Fund amounted to \$1,878.09 for the same period. The largest portion of the expenditure stated was incurred in connection with the maintenance of the Marine Hospital at Victoria, a report of which will be found by reference to Appendix No. 25. It will be seen by this Report that the condition of the Hospital is all that can be desired. During the year 26 patients were admitted into the Hospital, the average weekly number of patients being three.

During the past fiscal year the sum of \$1,765.10 was paid to the Imperial Board of Trade, to reimburse expenses incurred in caring for shipwrecked and distressed seamen of Canada in foreign ports.

The total expenditure by this Department on account of sick, disabled, shipwrecked and distressed seamen during the last fiscal year, including the grant of \$500 to each of the Hospitals at St. Catherines and Kingston, and the entire expenditure on account of the Marine Hospital at Quebec, amounted to \$62,415.52, and deducting the amount of Sick Mariners' dues collected from shipping, viz. :—\$43,739.21, the excess of expenditure over receipts amounts to \$18,676.31, being \$987.60 less than the preceding year. Deducting, however, the sum of \$10,767.58, the fair proportion of the expense of maintaining immigrants and residents in the Marine Hospital at Quebec, the expenditure would be \$51,647.94, and the deficiency amount to \$7,908.73 only.

The receipts and disbursements in connection with this service during the last nine fiscal years, were as follow :—

	Receipts.	Disbursements.
For fiscal year ended 30th June, 1869..	\$31,353 78	\$26,987 64
“ “ “ 1870..	31,410 46	27,029 34
“ “ “ 1871..	29,683 41	28,971 22
“ “ “ 1872..	34,911 64	38,947 60
“ “ “ 1873..	37,136 10	41,016 43
“ “ “ 1874..	41,500 16	59,778 90
“ “ “ 1875..	37,801 46	50,684 76
“ “ “ 1876..	41,287 66	46,828 49
“ “ “ 1877..	43,739 21	51,647 94
	\$328,823 88	\$371,892 32
		\$328,823 88
Balance to Debit of Fund.....		\$ 43,068 44

IMPROVEMENT OF HARBOURS.

Under the provisions of the Act 32 and 33 Victoria, Cap. 40, a tax of ten cents per ton was formerly imposed for the improvement of Harbours on all vessels arriving at the Ports of Bathurst and Richibcto, N.B., Amherst and House Harbour, in Magdalen Islands, and Cape Chatte, Quebec, these ports having been proclaimed to be under the operation of the Act referred to. By Order of Council of the 7th May last, another proclamation issued reducing the tonnage duty from ten cents to four cents for every ton of the registered measurement of vessels entering the ports in question.

The Port of Southern Bay, Ingonish, in the County of Victoria, N.S., by Order in Council of the 1st May last, has also been proclaimed under the operation of the Act, and a tonnage duty of six cents per ton of the registered measurement imposed on all vessels entering that port.

The amount collected at the different ports under the operation of the Act for the year ended 30th June last, was as follows :—

Cape Chatte, Gaspè.....	\$ 28 80
Amherst and House Harbour, Magdalen Islands.....	525 48
Bathurst.....	252 14
Richibucto.....	1,573 02
Southern Bay, Ingonish.....	17 82
	\$2,397 26

The amount collected for the year ended 30th June, 1876, was \$3,580.80. No improvements appear to have been made during the last fiscal year at any of these ports, except at Richibucto, N.B., where the sum of \$1,621.54 was expended.

At the Port of Cow Bay, in the County of Sydney, N.S., under the provisions of the Act 37 Vic., Chap. 18, authorizing the purchase of the pier or breakwater at that place and providing for its maintenance, the sum of \$4,299.72 was collected for tonnage dues on vessels entering the harbour, and wharfage dues levied on goods landed on the breakwater.

By Order in Council of the 3rd April, 1875, the tonnage dues were fixed at the rate of ten cents per ton of the registered tonnage of each vessel entering the harbour, but by Order in Council of the 1st May last this rate was reduced to six cents per ton.

By Order in Council of the 10th April, 1875, the rates of toll to be levied and collected on merchandize landed at the pier were fixed at three cents per barrel, and a proportionate rate on all other goods or packages.

STEAMBOAT INSPECTION.

The Report of the Chairman of the Board of Steamboat Inspection for the year ended 31st December last, will be found in Supplement No. 2 to this Report, together with statements shewing the names of engineers examined and to whom certificates had been granted and renewed, the amount of fees paid for such certificates, the steamboats inspected, and the amount of duties and fees collected; also statements shewing the steamboats added to the number in the Dominion, and those broken up, lost, or rendered unfit for service during the year. From this Report and Statements it will appear that during the last calendar year there have been issued 1,202 certificates, against 1,145 issued the previous year, showing an increase of 57 for the year just closed. The certificates granted are classed as follows: First class Engineers, 61; second class, 156; third class, 205. First class Assistant Engineers, 321; second class Assistant, 177; third class Assistant, 165; limited and confined to special steamers, 117. The sum of \$3043 was received by the Chairman as fees for certificates, and deposited to the credit of the Steamboat Inspection Fund, being an increase of \$5 over the amount received for the calendar year 1876.

The total number of steamers inspected during the calendar year was 740, having a gross tonnage of 118,588 tons and 71,713 tons register. Of this number, 219 were inspected in the West Ontario, Huron, and Superior Division, 101 in East Ontario Division, 126 in the Montreal Division, 57 in the Three Rivers Division, 96 in the Quebec, 110 in the Maritime Provinces, 25 in British Columbia, and 6 in Manitoba, Divisions. Of the 740 steamers inspected, 302 were paddle-wheel, 437 screw, 303 passenger, 80 freight and 357 tug steamers.

During the last calendar year there were added to the list of steamers in Canada 60 new steamers, with a gross tonnage of 6,271 tons and 3,766 tons register. During the same period 15 steamers were lost, broken up, or put out of service, having a gross tonnage of 2,857 tons, and 1,932 tons register. This shows a gain in steamers of 45, and of gross tonnage 3414 tons, and 1834 tons register.

The principal increase in new steamers has been in the Ontario and Lower Maritime Province Divisions, 34 out of the 60 steamers having been built in these Divisions.

The amount received during the last fiscal year, on account of tonnage dues, inspection of steamboats and certificates to engineers, was \$15,859.42, of which sum \$12,721.42 was for tonnage dues and inspection fees, and \$3,138 for certificates to engineers. This shows an increase over the collections of the preceding fiscal year of \$1,407.18 in tonnage dues and inspection fees, and of \$641 in fees for certificates, or a total increase of \$2,048.18 during the past year. It will be seen that notwithstanding the reduction made by Order in Council of 13th Feb., 1875, by which the rate of tonnage duty was changed from ten cents per ton of gross tonnage to seven cents per ton, the receipts to the Steamboat Inspection Fund are larger than in any previous year, the highest previous receipts being in the year 1874, when they amounted to \$15,603.19.

It was deemed advisable, however, by Order in Council of the 22nd May last, to make a further reduction in the rate or duty required to be paid by the owner or master of every steamboat in the Dominion of Canada, as the receipts were in excess of the expenditure, and from the 1st July last the rate has been fixed at four cents instead of seven cents for every ton which a steamboat measures. It may be expected, therefore, that with this very large reduction in the duty there will be a large falling off in the receipts for the present fiscal year.

The expenditure for Steamboat Inspection during the past fiscal year, as will be seen by reference to Appendix No. 8, amounted to \$13,073.01, which, deducted from the receipts \$15,859.42, leaves a balance to the credit of the Steamboat Inspection Fund of \$2,786.41.

During the past fiscal year it was deemed advisable to appoint a Steamboat Inspector for the Province of Manitoba, to attend to steamboats in that Division, and by

Order in Council of the 2nd February, Mr. Edmund R. Abell, who had passed the examination required by law before the Board of Steamboat Inspection, was duly appointed at a salary of \$100 per annum.

A statement of the different casualties which occurred to Steamboats in the Dominion during the past calendar year will be found in the Report of the Chairman of the Board in Supplement No. 2 to this Report.

It is gratifying to note that, except in the case of collision between a steamer and a wood barge on the St. John River, New Brunswick, the casualties have not been attended with loss of life. The Chairman also reports that during the year no complaints have been made by owners of steamers against Inspectors in the discharge of their duties.

Very few cases of misconduct on the part of engineers were reported, there being a few for drunkenness, and in these cases the certificate of one engineer was revoked but the charges against the others could not be substantiated.

It will be seen by the following comparative statement of receipts and expenditure on account of Steamboat Inspection Fund for the past eight fiscal years, that during that period the entire receipts, \$110,300.18, have exceeded the expenditure, \$84,071.98, by the sum of \$26,228.20, which remains as a balance to the credit of the Fund.

	Receipts.	Expenditure.
For fiscal year ended 30th June, 1870	\$12,521 29	\$ 7,399 18
do do 1871	10,369 96	8,321 00
do do 1872	11,710 43	8,500 00
do do 1873	15,412 75	11,205 54
do do 1874	15,603 19	10,291 58
do do 1875	15,011 90	12,199 81
do do 1876	13,811 24	13,081 86
do do 1877	15,859 42	13,073 01
	\$110,300 18	\$84,071 98
	84,071 98	

Excess of receipts over expenditure,.....\$26,228 20

CERTIFICATES TO MASTERS AND MATES.

The Report of the Chairman of the Board of Examiners of Masters and Mates for the calendar year ended 31st December, 1877, will be found in Supplement No. 2 to this Report. During the past calendar year, as will be seen by reference to this Report, the Board of Examiners have held meetings for the examination of candidates, at the Ports of Halifax, N.S., St. John, N.B., Charlottetown, P.E.I., and Quebec. At the Port of Halifax sixteen meetings were held, fifteen at St. John, eight at Charlottetown, and

five at Quebec. At Halifax the number of Masters who succeeded in passing and obtaining certificates of competency was 24, and the number of Mates 23, while nine candidates failed as Masters, and 15 as Mates. At the Port of St. John 47 candidates passed for the grade of Master and 24 as Mates; while 24 failed as Masters and 19 as Mates. At the Port of Charlottetown 13 candidates passed for the grade of Master and four as Mates, while two failed as Masters and three as Mates. At the Port of Quebec five candidates passed a successful examination for the grade of Master, and seven as Mates; while five failed as Masters and three as Mates. It will thus be seen that, during the past year, out of 129 candidates that presented themselves at the Ports named for examination as Masters, 89 succeeded in passing, and 40 failed, and that out of 98 that applied for examination as Mates, 58 passed and 40 failed.

The number of candidates who have passed and obtained Masters certificates since the Act went into operation, viz: 16th September, 1871 to 31st December, 1877, is 835, and the amount paid for these certificates, at the rate of \$10 each, \$8,350.

During the same period 258 candidates received certificates of competency as Mates, and the amount paid at \$5 each was \$1,290.

In Supplement No. 2 to this Report will be found a list of all who have obtained certificates of competency and service, either as Masters or Mates, during the year ended 31st December, 1877.

During the calendar year 22 certificates of service for the grade of Master and eight for that of Mate have been granted.

The total number of certificates of service issued since the Act came into operation, is 813 for the grade of Master, and 279 for that of Mate, making a total of 1,092 certificates granted. These certificates, as stated in previous Reports, are granted to Masters and Mates who are unable or unwilling to undergo examination for certificates of competency, and who have held situations as Masters and Mates previous to 1st January, 1870, and can produce certificates of experience and general good conduct. The fee charged for certificates of service is at the rate of \$5 for Master and \$3 for Mate.

The fees received on account of certificates of competency and service during the fiscal year ended 30th June last was \$1,740.50, and the amount expended on account of this service, as will be seen by reference to Appendix No. 9 to this Report, was \$4,050. The amount voted by Parliament for this service was \$4,250, leaving an unexpended balance of \$200, which reverted to the Treasury.

As stated in the Report of last year no subsidies are now paid by the Government of the Dominion towards maintaining Schools of Navigation for instructing parties wishing to qualify for certificates as Masters and Mates.

WRECKS AND CASUALTIES.

The casualties to British, Canadian and foreign sea-going vessels, reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada, during the year ended the 31st December, 1877, were 327, representing a tonnage of 130,682 tons register, and the amount of loss, both total and partial, to vessels and cargoes, so far as ascertained, was \$2,019,670. The number of lives lost in connection with these disasters was 100, viz: 26 in Canadian waters and 74 in waters other than those of Canada.

The disasters reported to the Department as having occurred to vessels on the inland waters of Canada, during the last calendar year, were 42, representing a tonnage of 7,298 tons register, and the amount of loss sustained is estimated at \$271,244, and the number of lives reported as lost was 17.

The total number of casualties reported to the Department as having occurred during the calendar year to sea-going and inland vessels was 369, and 117 lives were reported lost in connection with them. The aggregate number of tons involved in these disasters was 137,980 tons, register tonnage, and the total amount of loss, as far as has been ascertained was \$2,290,914. This amount includes the damage and loss of cargoes as well as the damage to and loss of vessels.

The fine new barque "Augustine," of Charlottetown, Prince Edward Island, 448 tons register, sailed from Georgetown, Prince Edward Island, on the thirteenth day of December, 1876, with a cargo of oats, bound for Bristol, and on the 16th of the same month she was seen to pass out of Canso Gut, and was never seen nor heard of afterwards. The "Augustine" was built of wood, and was classed at English Lloyds A 1. She was owned by Mr. Archibald McDonald, Georgetown, and was valued at \$20,000. The cargo was valued at \$18,000. By this casualty eleven persons were lost. The vessel was insured for \$16,000, and the cargo for \$18,000.

The wooden brigantine "Ethel Bolton," of St. Andrews, N.B., 265 tons, register tonnage, sailed from the port of St. John, N.B., for Cuba, with a cargo of wood, on the 5th of December, 1876, and has not since been heard from. She was owned by Mr. Z. Chipman, of St. Stephen, N.B., and was classed at American Lloyds 1½. She was 11 years old, and was valued at \$5,500. She had a crew, including the master, of eight persons. The value of the cargo is estimated at \$3,500.

The ship "Forest" of Windsor, Nova Scotia, sailed from London, in ballast, on the 9th September last, bound for New York, and on the 11th of the same month she came into collision with the ship "Avalanche" 15 miles off Portland, Great Britain. When the "Forest" struck the "Avalanche," four men escaped from the latter to the former, and in three minutes from the time of collision the "Avalanche" foundered with all then on board.

There were 21 of a crew on board the "Forest," of whom nine were saved, viz.: the master, mate, steward, and six seamen. It is thought that the rest of the crew, 12 in number, left the vessel in the jolly-boat and were lost by the upsetting of the boat. The vessel was valued at \$65,000, and was not insured. She was only four years old, and was classed A 1 at American Lloyds, and was owned by Messrs. Edward Churchill & Sons, of Hantsport, N. S. The "Avalanche" was an iron full-rigged ship, of 1,161 tons register, and was classed at English Lloyds 100 A 1. She was on a voyage from London to New Zealand with a general cargo, a crew of 34 hands and 59 passengers, all of whom were lost with the exception of the four persons who succeeded in reaching the deck of the "Forest." By this collision 100 lives were lost. The "Avalanche" was 13 years old, and was registered at Southampton, 1; and.

The wooden ship "Montana" 1,263 tons register, of St. John, N. B., owned by Messrs. Nevins, Welsh & Co., of Liverpool, Great Britain, was stranded during a fog on the 22nd August, 1877, at Cape Castillos, Uruguay, while on a voyage from Cardiff to Monte Video, with a cargo of coals. The vessel was damaged to the extent of \$39,000, and the cargo became a total loss, and was valued at \$10,000. No lives were lost by this casualty. The "Montana" was 10 years old, and was classed 3-3 in French Lloyds, and was insured for \$40,000.

The ship "John Parker" sailed from St. John, N.B., on the 4th of October last, for Liverpool, Great Britain, with a cargo of deals. She encountered very severe weather and became waterlogged when 12 days out, and the crew were obliged to abandon her, as she was making water very fast and had at the time she was abandoned, 12 feet of water in her hold. The crew abandoned the vessel in their own boats, and went on board of the American barkentine "General Sedgewick" and were very kindly treated during their stay in that vessel. No lives were lost by this disaster. The vessel was built of wood, was 1,339 tons register, and was 20 years old. She was classed in American Lloyds A 1, and was owned by Mr. William Vaughan of St. Stephen, N.B. The vessel was valued at \$25,000, and the cargo was valued at \$11,800.

The brig "MaggieVail," of Halifax, Nova Scotia, ten years old, 430 tons register tonnage, sailed from Hampton Roads on the 28th day of December, 1876, bound for Rio Janiero with flour, and has not since been heard from. She was a wooden vessel classed A 1½ in the American Shipmasters Association, and valued at \$12,000. The cargo was valued at only \$3,500. By this casualty 10 lives were lost. She was owned by Mr. Richard C. Hayes of Boston, United States.

The iron steamer "Redewater," 922 tons register, of Newcastle, England, came into collision with the steamship "Elphinston," about 12 miles below Montreal, on the 4th July last, while on a voyage from Montreal to London with a cargo of grain. She was

six years old and classed in English Lloyds 100 A 1. The damage to the vessel was \$35,000, and the loss on the cargo was \$35,000. The steamship "Elphinston" with which the "Redewater" came into collision was an iron vessel three years old, of 1,145 tons register tonnage. She was on a voyage from Newport, Wales, with a cargo of iron and coal. She was classed at English Lloyds 90 A 1, and was owned by Messrs. Hutchinson & McIntyre of Newcastle, England. She was damaged to the extent of \$35,000, but the cargo suffered no loss. The "Redewater" was owned by Mr. William Dickinson of Newcastle. No lives were lost by this casualty.

The fine wooden ship "Norseman" of St. John, N.B., owned by Mr. William A. Robertson, of Liverpool, Great Britain, was run into by the steamship "Rose," of Hull, on the 15th of January, 1877, in Lat. 4° 15' N, Lon. 27° 13' W, while on a voyage from Lobos de Terra, Peru, to Antwerp with a cargo of guano, and became a total loss. The "Norseman" was four years old, 1,449 tons register, and was classed A 1½ American Lloyds. No lives were lost by this casualty, the crew being rescued by the steamship "Rose." The value of the "Norseman" was \$57,000, and her cargo was valued at \$100,000.

The wooden ship "Hallgerda" of Pictou, Nova Scotia, three years old, owned by Mr. James W. Carmichael of Pictou, N.S., was partially wrecked at Pabellon de Pica, while loading guano on the 9th of May last, by a tidal wave which caused great destruction at that place. The damage sustained by the ship was \$45,000, but the cargo was uninjured. The vessel was three years old, and was 1,087 tons register. She was classed 8 years A 1 in American Lloyds, and was insured for \$34,000.

The brig "Sarah L. Hall," of Yarmouth, N.S., 261 tons register, sailed from Cuba for New York with sugar on the 16th of March last, and has not since been heard from. She was twelve years old and was classed in American Lloyds 1½. She was owned in Yarmouth by Mr. B. Davis and others, and was valued at \$8,000. The cargo was valued at \$3,200. By this casualty eight lives were lost. The vessel was insured for \$6,000.

The iron bark "Northumbria," belonging to Scarboro, Great Britain, stranded during a snow storm on the north-west side of Anticosti Island, on the 30th of October last, while on a voyage from Montreal to Queenstown with a cargo of grain, and became a total loss. The vessel was under easy sail at the time. When the snow storm came on, the vessel was endeavouring to make for open water, and it is thought that the compass had deviated and misled the master. The vessel was valued at \$46,000, and the value of the cargo has not been ascertained. The ship was 12 years old, and was classed A 1 at British Lloyds, and was owned by Mr. P. Hick, of Liverpool, Great Britain.

The wooden ship "Peacemaker," of St. John, N.B., 1,064 tons, register tonnage, sailed from Bassien, India, on the 20th April last, with a cargo of rice, bound for

Liverpool, Great Britain, and on the 20th of the next month encountered a monsoon, which damaged the vessel and heated the cargo, so that she had to put into Port Louis, Mauritius, for repairs. The damage sustained to the cargo has not been ascertained, but the ship was damaged to the extent of \$6,000. The "Peacemaker" was five years old, and was classed in French Lloyds for eight years. No lives were lost by this casualty. The vessel was insured for \$85,000.

The wooden brig "Assyrian," 9 years old, 295 tons, register tonnage, left Montreal for Queenstown on the 20th of September last, with a cargo of grain. She encountered very rough weather in the Gulf of St. Lawrence, which shifted the cargo, and the pumps becoming choked, she bore up for Sydney, Cape Breton, for repairs. The damage sustained by the vessel was \$2,500, but the damage to the cargo was not ascertained. She was classed A 1 in English Lloyds.

The wooden schooner "Magellan" left Chicago in the month of November last, with a cargo of grain, bound for Toronto, and was next seen bottom up, in Lake Michigan. The cause of the casualty is unknown, as all on board, eight in number, perished. She was 370 tons, register tonnage, and was built in 1873. She was valued at \$15,000. The value of the cargo has not been ascertained.

The American three masted schooner "Eliza R. Turner," 425 tons register tonnage, loaded with wheat, left Detroit for Buffalo in October last, and when near the Old Cut, Long Point, Lake Erie, encountered a storm and became waterlogged and was lost. It is stated that she was overloaded. She was owned in Cleveland, U. S., and was valued at \$20,000. The cargo was valued at \$35,000.

No wrecks occurred during the calendar year of 1877, at either Sable Island or St. Paul Island, Nova Scotia.

When the wreck register was closed for publication at the close of 1876, there were many casualties which occurred during the year, of which this Department had not received sufficient information to warrant their publication in the printed list of wrecks and casualties for 1876. Many of these disasters were subsequently reported to the Department. A list of which will be found in Supplement No. 2, to this Report.

These losses have been added to the losses before published in the list of casualties for 1876, and it will be seen by a reference to the comparative statement in this Report, that the total loss of life and the total amount of damage sustained by the mercantile marine is greatly in excess of the loss published when the wreck register was closed on the 31st of December, 1876. It will be found by the comparative statement that the loss of life and tonnage was very great for the year of 1876.

On the 4th of June, 1876, the wooden ship "Richard Wright," of St. John, N.B., 1353 tons register tonnage, sailed with a cargo of rice and a crew of twenty-five per-

sons including the master, from Bassien, India, and on the 15th of the next month was spoken off Natal, since which she has not been heard of. This fine ship was only four years old and was classed in French Lloyds for nine years. She was owned by Messrs. Nevins, Welsh & Co., of Liverpool, Great Britain, and was valued at \$60,000. The value of the cargo is unknown. By this casualty twenty-five persons lost their lives. The vessel was insured for \$50,000.

The barque "Sylvia," 390 tons, register tonnage, belonging to Charlottetown, Prince Edward Island, sailed from Cascumpec, Prince Edward Island, on the 13th of December, 1876, with a cargo of grain in bulk for Queenstown. She encountered very rough weather and became unmanageable in the ice in the Gulf of St. Lawrence. The crew abandoned her in their boats, and after much hardship and danger succeeded in making Entry Island, one of the Magdalen Islands, in the Gulf of St. Lawrence, where they were assisted by the light keeper at that place. The vessel was nine years old, and was valued at \$11,700, and was owned by Mr. J. C. Pope, of Charlottetown.

The barque "Leander," of Charlottetown, P.E.I., 376 tons register tonnage, sailed from that port on the 5th of December, 1876, with a cargo of oats in bulk, bound for Charleston, South Carolina, and encountered a succession of heavy gales, which threw her on her beam ends and compelled the crew to abandon her in a sinking condition on the 26th of the same month in Lat. 47° 48' N., Long. 38° 0' W. The master and crew, ten in number, were rescued by the Belgian steamship "Switzerland," of the Red Star Line, Captain Samuel Jackson, and landed at New York. This fine vessel was built of wood and was only four months old, and classed A 1 at English Lloyds. She was valued at \$20,000. The value of the cargo was not known.

The fine new wooden ship "Prince Waldemar," 1,691 tons register tonnage, of St. John, N.B., sailed from Liverpool, England, for Calcutta, on the 21st of July, 1876, with a cargo of salt. When in the Hooghley River, in the Bay of Bengal, she was caught in a cyclone on the 30th of October, and was driven on the Balcherry Sands and was totally wrecked. There were thirty-two persons on board this ill-fated vessel, including the captain's wife and child, twenty-seven of whom perished; one floated ashore and the remainder were picked up by the ship "Palmas," of St. John, N.B. This vessel was classed in French Lloyds for ten years, and was valued at \$95,000. The cargo was valued at \$5,000. The vessel was owned by Mr. James H. Moran, of St. Martin's, New Brunswick, and was insured for \$95,000.

On the 5th of December, 1876, the brigantine "Lydia," of Charlottetown, P.E.I., 278 tons register tonnage, sailed from Murray Harbour, P.E.I., for Queenstown, with a cargo of fish and oats, and has not since been heard of. By this casualty eight lives were lost. The vessel was one year old, and was classed in English Lloyds, and was valued at \$14,000. The cargo was worth \$12,000. She was owned by Mr. Samuel Power, of Murray Harbour, and was classed 7 A in English Lloyds. She was not insured.

The wooden ship "Ellen Goudey," 914 tons register, belonging to Yarmouth, Nova Scotia, sailed from San Francisco on the 28th August, 1876, bound to Antwerp, with a cargo of grain. On the 6th of October, at 2 p.m., during thick weather, she struck on Elizabeth Island, in the South Pacific Ocean, becoming a total loss. The cargo was also totally lost and was valued at \$48,000; the ship was valued at \$40,000. The vessel was seven years old, was built of wood, and was classed in French Lloyds. No lives were lost by this casualty, the crew escaping to the island in their boats, and being subsequently rescued by the ship "City of Vienna." The "Ellen Goudey" was owned by Mr. Aaron Goudey, of Yarmouth, N.S. An official enquiry was subsequently held in the United Kingdom, as to the loss of the vessel, and the judgment of the Court was that the loss of the ship was caused by an error in the master's calculations, and in consideration of the fact that the master (George Perry) had commanded a ship for 30 years in both hemispheres, the Court was disposed to regard the casualty rather in the light of a misadventure than a defect, and therefore acquitted the master. The vessel was insured for \$24,000, and the cargo for \$30,000.

The wooden ship "Cannon Harrison," of St. John, N.B., 1,190 tons register tonnage, sailed from Liverpool for Calcutta with a cargo of salt, in June, 1876, and when about 50 miles off Sand Heads Light, Bay of Bengal, encountered a cyclone, which dismasted her. The damage sustained by the ship was \$32,000, but the cargo was uninjured. She was a wooden vessel, only one year old, classed A 1 American Lloyds, and was insured for \$55,000.

The brigantine "Ada H. Hall," of Annapolis, N.S., 158 tons register tonnage, left Porto Cabello, Venezuela, on the 27th of October, 1876, on a voyage for New York, with a cargo of coffee, quinine bark and hides. On the 5th of November she encountered heavy weather, which damaged her spars, and on the 16th of the same month she put in under the south point of Fortune Island, Bahama Islands, for repairs. On the following day she left her anchorage to proceed on her voyage, and on the same day, while tacking, she struck on the reef off Albert's Town, Long Cay. Assistance was received from the shore, and the vessel came off and brought up within a short distance of the shore. The most of the cargo was saved in a dry state and brought on shore. The vessel was abandoned, and in a very short time after the abandonment was observed to be in flames, was burned to the water, and became a total loss. She appears to have been very badly damaged while on the reef. An enquiry was held touching the stranding and total loss of this vessel, before Mr. James Henry Minns, the resident Justice of the District, and his opinion was that the wreck of the vessel was accidental; but the enquiry did not elicit any information as to how the ship caught fire. The vessel was built of wood, and was five years old. She was owned by Mr. George Murdock, of Grenville, N.S., and was valued at \$6,000.

There are some casualties which occurred in 1877, of which the Department has not sufficient particulars to enable it to publish them in the list for 1877, but a supple-

mentary list of wrecks and casualties will be published for that year along with the Report for 1878.

The following is a comparative statement of the losses reported to the Department since 1870, and includes losses both total and partial to vessels and cargoes.

	Year.	Casualties.	Tonnage.	Lives Lost.	Damage.
					\$ cts.
For the year ended 31st December,	1870	335	82,008	210	901,000
do do	1871	274	81,035	81	2,100,000
do do	1872	290	99,109	237	2,507,338
do do	1873	350	99,523	*813	2,844,133
do do	1874	308	106,862	109	2,029,965
do do	1875	286	99,427	78	2,468,521
do do	1876	452	153,368	404	2,942,955
do do	1877	369	137,980	117	2,290,914

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

SHIPPING MASTERS AND SHIPPING OF SEAMEN.

In Supplement No. 2 to this Report, will be found a statement showing the returns received from the Shipping Masters appointed under the Act relating to the Shipping of Seamen, for the half years ended 30th June and 31st December last, and of the fees received under the Act.

The only change which has occurred in the list of the Shipping Masters since the 1st January last, is that caused by the appointment of Mr. Isaac Archibald as Shipping Master for the Port of Cow Bay, N.S., on the 19th October last, in place of Mr. Roderick McKenzie, resigned.

The following is a summary of the Reports received from the Shipping Masters at some of the principal ports in the Dominion.

The Shipping Master at St. John shipped during the year 3,904 seamen, for which he received at the rate of 50 cents each, \$1,952, and discharged 1,269, receiving at the rate of 30 cents each, \$380.70, making his total receipts, \$2,332.70, out of which he paid for assistant and incidental expenses, \$742.50, leaving the net income of his office, \$1,590.20.

The Shipping Master at Halifax shipped during the last calendar year 2,879 seamen, for which he received \$1,439.70, and discharged 2,178, for which he received \$653.50, making in all a total sum of \$2,092.90, out of which, after deducting his expenses, \$988.00, he had as remuneration, \$1,104.90.

At Montreal the Collector of Customs, who acts as Shipping Master, in accordance with the 9th section of the Act which provides that at ports where no separate shipping office has been established, the Chief Officer of Customs may act as Shipping Master, if so directed by the Governor in Council, shipped during the last calendar year 480 seamen, and discharged 291, for which he received as fees \$337.80.

At the Port of Quebec the total number of seamen shipped from the 1st January to the 31st December last, was 1,771, of which number 512 belonged to British, 1,136 to Dominion, and 98 to foreign vessels; 665 seamen were discharged during the same period, of whom 253 belonged to British and 402 to Dominion ships. In addition to these, 61 wrecked seamen were discharged for whom no fees were charged. The total amount of fees received during the calendar year was \$1,081.60, and deducting the amount expended for assistance in the office and incidental expenses, \$203.86, the balance on hand at the close of the calendar year which reverted to the Treasury was \$877.74, as the Shipping Master receives a salary for the joint duties of Shipping Master and Chief Constable of the River Police, which is paid from the appropriation for River Police.

At the Port of Chatham, N.B., 324 seamen were shipped and 137 discharged, and fees to the amount of \$203.10 received by the Shipping Master.

At the Port of Lockport, N.S., 591 seamen were shipped and 323 discharged, and fees to the amount of \$392.40 received by the Shipping Master.

At the Port of Lunenburg 474 seamen were shipped and 337 discharged, and fees to the amount of \$338.10 received by the Shipping Master.

At the Port of Pictou, N.S., 466 seamen were shipped and 273 discharged, and fees to the amount of \$314.90 received by the Shipping Master.

At the Port of Yarmouth 640 seamen were shipped and 479 discharged, and fees to the amount of \$463.70 received by the Shipping Master.

At the Port of Charlottetown 887 seamen were shipped and 456 discharged, and fees to the amount of \$640.30 received.

PILOTAGE AUTHORITIES.

As stated in the Report of last year, the powers and authorities vested in the late Trinity House of Quebec have been transferred to the Harbour Commissioners, who now constitute the Pilotage Authority for the Port of Quebec. The Report of the Harbour Commissioners for this Pilotage District, the most important in the

Dominion, will be found in Supplement No. 2 to this Report, but the annual statement of the Decayed Pilot Fund, which is now under the conduct and management of the Corporation of Pilots, will be found in Appendix No. 37 to this Report. From this Statement it appears that on the 31st December last the Decayed Pilot Fund stood as follows:—

Money invested.....	\$53,348 76
On hand in Savings Bank.....	7,367 60
In Treasurer's hands.....	276 47
	\$60,992 83
Deduct arrears due on pensions.....	238 00
	\$60,754 83

The number of Pilots on the active list on the 31st December last was 193, being four more than reported last year, and the total number of Apprentices was 47, being a decrease of two on the number reported last year. Nine Apprentices were indentured to the Corporation of Pilots during the year. Five Pilots were pensioned during the year, four died and four were suspended for twelve months. Of the Pilots on the active list four were in charge of Government steamers and other vessels, and two in charge of Lightships.

The number of infirm or decayed Pilots on the list is 56.

The pensions range from \$96 to \$160, but the greater number receive \$96 per annum. Four Pilots received temporary relief; 72 widows received pensions at the rate of \$80; 13 widows at \$64; 8 at \$48; 15 at \$40; and 28 children of Pilots received pensions ranging from \$20 to \$48. The amount paid for pensions during the year was \$13,457.85, and the percentage or contribution of Pilots to the Fund amounted to \$10,129.50, and the sum of \$11,652.12 was received from capital, interest paid in etc.

The total receipts for the year amounted to \$21,781.62, and the expenditure to \$21,505.15.

The Pilotage receipts from 240 foreign vessels amounted to \$25,152.35, and from 716 British vessels, \$87,422.89, making the total receipts for Pilotage \$112,575.24.

184 Pilots received from the general earnings of last season a dividend each of \$630.30, while that of the previous season amounted to \$652. The total receipts of the Corporation of Pilots for the last calendar year amounted to \$141,680.76, and the expenses, not including the dividends to Pilots, \$25,708.17.

The Commissioners held eighteen meetings during the past year, which were entirely devoted to trials of Pilots. Complaints were lodged by the Corporation of

Pilots against three Pilots for infringing their regulations, who were tried and fined \$10 each with costs. Sixteen trials were held on complaints lodged by shipmasters, and convictions obtained in nine cases. Four Pilots were suspended for a period of twelve months, two fined each \$10 and costs, one \$5 and costs, and two \$1 and costs. Six complaints were dismissed with costs, and in one case dismissed, each party was condemned to pay his own costs. No judgments were appealed against.

The expenses of the Harbour Commissioners as a Pilotage authority exceeded \$2,400, while the revenue did not amount to \$50.

MONTREAL.

The Harbour Commissioners of Montreal are the legally constituted Pilotage Authority for this District, and possess the powers for this purpose formerly vested in the Montreal Trinity House. The Report of the Commissioners for this District will be found, with other Reports, in Supplement No. 2, but the statement of Decayed Pilot Fund will be found in Appendix No. 38 to this Report.

From the Report it appears that there are at present 42 Pilots on the Active List, and no new Pilots were licensed in the District during the past year, but a temporary license for one year was granted to two persons in accordance with the 36th section of the Pilotage Act, 1873. Two Pilots were placed on the Superannuated List, and no Pilots died during the year. The number of apprentices is 26.

The amount received for poundage being 5 per cent. on the earnings of the Pilots, was \$1,596.84, and the total earnings of the Pilots amounted to \$31,936. In addition to the poundage there was received the sum of \$1,744.49, being interest on investments, and \$161.60 pilotage dues received from vessels obliged by law to pay dues, but which did not take Pilots, making a total of \$3,520.90 received.

The disbursements consisted of \$1,746 paid as pensions to old and infirm Pilots and widows of Pilots.

From the Report on the Decayed Pilot Fund it appears that although there has been a slight falling off in the amount of poundage received, owing to the decrease in the number of vessels arriving at the port, and although there has been an additional amount disbursed for pensions, owing to a decision made by the Commissioners to increase the scale of pensions, the Pilotage Fund continues to increase, showing an advance as compared with last year of about \$1,600.

There are at present 23 pensioners on the Fund, 20 women and 3 men. The Fund now amounts to \$30,328.90. \$24,000 of this amount is invested in Montreal Harbour Bonds, \$2,000 in Montreal Water Works Bonds, \$1,620 in Dominion Stock, and the balance, \$2,708.90 cash, deposited in City District Savings Banks, and cash in Treasurer's hands. The pensions paid during the past year range from \$60 to \$90 per

annum, but under the increased scale lately adopted they will range, in the case of widows, from \$70 to \$90, and old pilots of over 30 year's service will receive \$120.

During the past season several casualties occurred in this District, two or three of a serious character which were promptly investigated by the Commissioners. In the case of the collision between the steamships "Elphinstone" and the "Redewater" on the 4th of July last, in which both vessels were seriously damaged, the Commissioners, after a searching enquiry, suspended for one year Pilot F. A. Mayrand in charge of the "Elphinstone."

In the case of the collision on the 7th of October last between the Steamship "Earl of Lonsdale," and the tug "Rapid," with a tow of barges, in which two barges were sunk, the Commissioners, on investigation, decided that the Pilot of the "Earl of Lonsdale" was not to blame in the matter. The Commissioners ascribe the increase in casualties to the extreme lowness of the water in the River, and the increase in the size and draft of the steamers and other vessels employed.

ST. JOHN, N.B.

By the Returns received from the authorities (see Supplement No. 2) it will be seen that the sum of \$31,514.77 was received as dues for the year ended 31st December last. These dues were received from 715 vessels, of which 354 were British, and 361 foreign. There are 43 licensed Pilots at this port. From the statement of receipts and expenditure made by the Secretary it appears that the receipts from licenses granted to Pilots and boats, and the proportion of pilotage dues deducted from all vessels clearing amounted to \$2,573.38. and the expenses including salary of Secretary Treasurer, office rent, fuel, printing and assistance given to sick Pilots, amounted to \$1,365.20, leaving a balance to the credit of the Pilot Fund of \$1,208.18.

HALIFAX, N.S.

From the Returns received from the Pilotage Authorities at this port, it appears that the sum of \$16,769.50 was received from vessels as Pilotage dues; \$209 from Pilots for licenses, \$827.55 as commissions on earnings to defray expenses of office, and \$321.75 for Superannuation Fund, making the total receipts \$18,127.80. Of this amount the sum of \$15,591 was paid to Pilots, \$803.30 for salary of Secretary, rent, etc., \$200 as a donation to a Pilot's widow, and \$1,000 was deposited in savings bank, leaving a balance of cash on hand of \$533.50. The number of vessels entering inwards that paid pilotage dues was \$799, viz: 615 British and 184 foreign. The number entering outwards that paid pilotage was 410, of which 265 were British and 145 foreign. There are 19 licensed Pilots at this port. By Order in Council of the 21st December last the rates of pilotage at this port were amended, and outward pilotage is now exacted on all vessels of 200 tons and upwards, and Her Majesty's ships when taking a Pilot are required to pay the same rates as merchant vessels.

PICTOU, N.S.

At this Port there are 15 licensed Pilots. The sum of \$4,091.37, was received as pilotage dues, of which amount \$3,381.37 was received from British ships and \$710 from foreign ships. Of the amount received, \$3,767.37 was paid to pilots, \$100 to Secretary, and \$50 to Commissioners for attending meetings, leaving a balance on hand of \$184.25.

MIRAMICHI, N.B.

In this District there are 27 licensed pilots. During the past season 331 vessels reported inwards, of which 164 were British and 167 foreign; 321 reported outwards of which 148 were British and 173 foreign. The total amount of pilotage dues received was \$18,528.50, of which amount \$8,746.76 was received from British and \$9,781.74 from foreign vessels. The sum of \$159 was received from Pilots for renewals of licenses, and this amount was expended in payment of Secretary, examination of Pilots, boats, printing, etc.

CHARLOTTE COUNTY, N.B.

In this District there are five licensed Pilots. The pilotage dues received amounted to \$811.05, of which \$612.60 was received from British vessels and \$198.45 from foreign vessels.

SYDNEY, C.B.

This Pilotage District embraces the Ports of Sydney, North Sydney, South Sydney, South Bar, Lingan, Little Glace Bay and Port Caledonia. There are 27 pilots duly licensed to pilot at the Ports of Sydney and North Sydney, seven for the Port of Lingan and nine for the Ports of Little Glace Bay and Caledonia.

The total number of vessels that paid pilotage dues at these Ports during the past year, was 731, having a tonnage of 282,672 tons. The dues collected amounted to \$11,876.50. The total receipts of the Pilotage authority amounted to \$12,140.78, out of which \$11,282.68 was paid to pilots, \$593.82 as salaries to Collectors, \$100 to Secretary and Treasurer, \$100 to Commissioners as travelling expenses, printing, &c., \$47, leaving a balance on hand of \$17.28.

PUGWASH, N.S.

There are five licensed Pilots at this Port. Pilotage dues were received to the amount of \$977 by the pilots, in accordance with their individual earnings.

COCAGNE, N.B.

There are four licensed Pilots at this Port, but the Commissioners are unable to state the amount of dues collected as no returns had been made to them by the Pilots.

No returns have been received up to the present date from the Pilotage Authorities for the Districts of British Columbia, Bras D'Or Lake, C.B., Richibucto,

N.B., Restigouche, N.B., Digby and Annapolis, N.S., Richmond, N.S., Kings and Hants, N.S., Shediac, N.B., Buctouche, N.B., Sackville, N.B., Prince County, Prince Edward Island, and Summerside, Prince Edward Island.

The Pilotage Districts for Buctouche, Sackville and Shediac, N.B., and Prince County and Summerside, Prince Edward Island, were only established during the past year. The different Pilotage Authorities have been called on for the returns required by law, but these returns have not yet come to hand except in the case of those above specified.

HARBOUR COMMISSIONERS AND HARBOUR MASTERS.

In Supplement No. 2 to this Report will be found Reports of the Harbour Commissioners at Toronto, Montreal, Quebec and Pictou, for the calendar year ended 31st December last.

The Report presented by the Harbour Master at Toronto to the Harbour Commissioners, shows that the total receipts for harbour dues from the opening of navigation on the 8th April, to the end of the year, were \$11,328.25, being an increase over the previous year of \$887.90. This increase was principally derived from coal and fuel. The total revenue for the year amounted to \$14,058.56, and the expenditure to \$13,994.03. During the season dredging operations to meet the requirements of the shipping trade in connection with the docks were carried on, and the sum of \$3,881.47 expended. During the past season 2,368 vessels frequented the harbour, of which 900 were steam and 1,468 sailing vessels, shewing an increase of 90 over the previous year.

The Report of the Harbour Commissioners, Montreal, embracing the reports of the Harbour Master, the Harbour Engineer and the Superintendent of Pilots, will be found in full in Supplement No. 2 to this Report.

From the returns made by the Harbour Master it appears that during the past season 513 sea-going vessels, having a total tonnage of 376,859 tons, arrived in port; 276 of these vessels were built of iron, and of an aggregate tonnage of 279,984 tons, and 237 of wood, of an aggregate tonnage of 78,975 tons; 471 of these vessels were British and the rest foreign. The number of vessels that arrived the previous year was 602, having a total tonnage of 391,180 tons. It will thus be seen that there was a falling off during the past season, as compared with the preceding, of 89 vessels, and a decrease in tonnage amounting to 14,321 tons. The number of inland vessels which entered the port was 6,333, having a gross tonnage of 847,978 tons, as compared with 6,038 that arrived the previous season, having a gross tonnage of 786,083 tons.

The revenues of the Harbour Commissioners during the last calendar year amounted to \$219,560.55, against \$240,848.34 received the previous year, showing a decrease of \$21,287.79.

The receipts from other sources, including interest from Consolidated Bank, \$12,068.97; receipts from the Dominion Government on account of new channel operations, \$164,000, and sundries amounting to \$7,110.12, make the total receipts for the year amount to \$402,739.64.

During the year \$44,369.15 were expended in Harbour dredging, \$24,535.68 in Harbour repairs, \$28,591.66 in expenses, including salaries, &c., \$110,073.70 in interest on Harbour debt, \$45,000 in payment of Harbour Debentures, \$23,681.99 on new building, \$39,754.79 interest to Dominion Government, \$132,895.24 in new channel operations, making, with sundry other payments, a total expenditure of \$500,455.42.

The work of deepening the ship channel between Montreal and Quebec is still being carried on under the supervision of the Department of Public Works, and it is expected that a channel of twenty-two feet at low water will be obtained before the close of next season.

The Commissioners report that to meet the various objections urged against the ad valorem charge in the collection of duties, a new tariff was adopted in March last, subjecting all goods to a specific rate, and this tariff has been found to work well and to give general satisfaction.

The Report of the Harbour Commissioners for the Port of Quebec, with accompanying statements, will be found in Supplement No. 2. It will be seen from these statements that the total revenue of the Commissioners during the past year arising from rents of wharves, tonnage and other dues amounted to \$89,029.16, while for the preceding year it amounted to \$88,126.11. Of this revenue \$40,816.90 was received as tonnage dues, \$17,661.33 as export, import and harbour dues, and the balance as rents on property, etc. The expenditure including salaries of officials, repairs to wharves and interest and sinking fund on \$723,000 harbour debentures, amounted to \$63,254.95, leaving an excess of revenue over expenditure, of \$25,774.21. The outlay connected with the lifting barge is not included in this expenditure. The total value of the assets of the Commissioners, including wharves and other properties, amounted to \$874,048.78, and the liabilities consisting of Quebec Harbour Bonds and other debts to \$748,149.50.

The Commissioners report that tenders were received for the proposed improvements at the mouth of the River St. Charles, and the contract awarded to Messrs. Peters, Moore & Wright for \$529,296.31, the works to be completed by the 2nd Oct., 1880. The works were commenced on the 28th May, and progressed favourably till the close of navigation; one cribwork block 582 feet and another 798 feet having been sunk, and 16,766 cubic yards having been excavated by the dredger. The value of work performed last season was estimated at \$23,074.07. As the contract awarded by the Commissioners embraces an expenditure beyond the amount for which they are empowered to issue bonds, it is contemplated to apply to Parliament for authority to make further issue of bonds to the extent of \$250,000.

The Commissioners report that as soon as the Government wharf at Levis had been selected as the site for the erection of the graving dock, the necessary drawings, bills of quantities, &c., were ordered to be prepared. These drawings were completed in the beginning of December, and it is proposed by the Commissioners to invite tenders for the dock as soon as the Government's approval of the drawings has been received. The proposed dimensions of the dock are as follows:—Extreme length, 500 feet; extreme width, 100 feet; extreme depth, 24 feet, and entrance 62 feet.

The operations of the lifting barge during the past season have been very successful, 101 anchors and 3,291 fathoms of chain having been raised; 36 anchors have been sold at prices ranging from 2 to 3 cents per lb., amounting to \$1,740.11, and 95,115 lbs. of chain at prices ranging from 1 to 3 cents, amounting to \$1,133.60; anchor stocks and scrap iron were also sold to the amount of \$192.34, making the total receipts from the sale of anchors, chain and scrap iron to be \$3,066.05. Ninety-one anchors and 3,000 fathoms of chain remain on hand. The cost of working the lifting barge during the past year amounted to \$11,766, and the sum of \$15,000 was appropriated by Parliament for her expenses.

The Report of the Harbour Commissioners for the Port of Pictou, Nova Scotia, for the calendar year ended 31st December last, will also be found in Supplement No. 2, together with an account of their receipts and disbursements. During the past year the Market Street Wharf has been built at a cost of \$5,000. The receipts from harbour dues, wharfage dues, &c., including balance remaining on hand 1st January last, amounted to \$4,933.96, and the expenditure to \$5,999.10, showing a balance due the Commissioners of \$1,065.14.

In Supplement No. 2 to this Report will be found Reports from a number of the Harbour Masters at the more important ports appointed under the Acts 35 Vic., chap. 42, 36 Vic., chaps. 9 and 63, and 37 Vic., chap. 34, with a statement of the fees collected by the Harbour Masters during the year ended 31st December last, also a list of all the Harbour Masters appointed under these Acts.

The following Harbour Masters have been appointed by Order in Council during the past year, viz. :—

Mr. John Brown for Chatham, N.B., on the 11th May, in the room of Mr. Wm. Johnston, at a salary not to exceed \$300 of the fees collected by him from vessels entering the harbour.

Mr. Abraham A. Stevens for the Port of Pugwash, N.S., on the 17th November, in the room of Mr. James Bent, deceased, at a salary not to exceed \$100 of the fees collected.

Mr. David Small for the Port of Charlottetown, P.E.I., on the 10th February, in the room of Mr. Wm. White, resigned, at a salary not to exceed \$400 of the fees collected.

Mr. John Haggart for the Port of Georgetown, P.E.I., on the 22nd October, in the room of Mr. John B. Howlett, deceased, at a salary not to exceed \$200 of the fees collected.

Mr. Ebenezer Scott for the Port of Yarmouth, N.S., on the 19th October, in the room of Mr. G. G. Cann, resigned, at a salary not to exceed \$250 of the fees collected.

Mr. Alex. Halloran for the Port of Souris West, P.E.I., on the 8th October, at a salary not to exceed \$200 of the fees.

Mr. Stephen H. McDonald for the Port of Souris East, P.E.I., on the 8th October, at a salary not to exceed \$200 of the fees collected.

Mr. Wm. A. Kenny for the Port of Liverpool, N.S., on the 19th January, at a salary not to exceed \$200 of the fees collected.

Mr. Louis Columbus for the Port of Pentanguishene, Ont., on the 2nd February, at a salary not to exceed \$200 of fees.

Mr. Andrew Lockerbie for the Port of Collingwood, Ont., on the 3rd March, at a salary not to exceed \$200 of fees collected.

Mr. Peter D. Rouleau for the Port of Rimouski, Que., on the 5th March, at a salary not to exceed \$200 of the fees collected.

Mr. Alex. Howatt for the Port of Tryon, P.E.I., on the 12th April, at a salary not to exceed \$200 of the fees collected.

Mr. John Kenney for the Port of Quadra, P.E.I., on the 17th April, at a salary not to exceed \$300 of the fees collected.

Mr. Thomas Tracy for the Port of Clementsport, N.S., on the 1st May, at a salary not to exceed \$150 of the fees collected.

Mr. Charles B. Weaver for Port George, N.S., on the 1st May, at a salary not to exceed \$150 of the fees collected.

Mr. Hugh Christie for the Port of Paspébiac, Que., on the 22nd May, at a salary not to exceed \$150 of the fees collected.

Mr. James Muir for the Port of Shelburne, N.S., on the 27th August, at a salary not to exceed \$200 of the fees collected.

Mr. Edward Lacroix for the Port of Matane, Que., on the 19th October, at a salary not to exceed \$200 of the fees collected.

WHARVES, PIERS AND BREAKWATERS.

By the Act 40 Vic., chap. 17, the control and management of all the wharves, harbours, piers and breakwaters, now or hereafter to be constructed or completed at the expense of Canada, having been transferred from the Department of Public Works to the Department of Marine, steps were immediately taken to have the provisions of the Act carried into effect, and since the 28th April, 1877, Goderich, in the Province of Ontario; Rimouski, Rivière du Loup, Rivière Ouelle, Malbaie, Eboulements, L'Islet and Berthier, in the Province of Quebec; and Maitland, Oak Point and Cow Bay, in the Province of Nova Scotia, have been under the management of this Department.

At Goderich rules have been established, a wharfinger appointed, and a portion of the wharf leased to merchants of the town. The lease to a steamboat company of the piers in the Province of Quebec above named expires on 1st May next, and steps are being taken to advertise and relet them to the highest bidder.

At Maitland and Oak Point wharfingers are appointed who collect the tolls, render a monthly account of them, and remit the amounts of their collections to the Department.

At Cow Bay the duty of collecting the tolls devolves on the Collector of Customs.

The Department of Marine attends to the maintenance and ordinary repairs of these wharves, and will give the like attention to all others yet to be transferred, but matters of construction and heavy repairs still remain under the control and direction of the Minister of Public Works.

As it was so near the end of the fiscal year when these wharves were transferred, no report respecting them appears in the Appendices to this Report, but full returns will appear in next year's Annual Report.

METEOROLOGICAL OFFICE.

In Supplement No. 3 to this Report will be found the Seventh Annual Report of the Meteorological Office, situated at Toronto, along with tabular statements of temperature, rainfall, &c., at the various Meteorological Stations in the Dominion.

The operations of the Central Office have been considerably extended during the past year, both by an increase of stations and the issue and publication of the predictions of the weather. A monthly weather review has also been published, in which the various atmospheric changes have been noted and the verification of the storm warnings and weather "probabilities" given. There are now in operation in connection with this service, 10 Chief Stations, 14 reporting by telegraph, four Reserve, 39 Cautionary Storm-Signal Stations and upwards of 100 Ordinary Stations. The list of these stations and the names of the Observers will be found in the Report.

Among the new stations established, the following are probably the most important, as some serve as connecting links to the stations already in operation,

while others, by sending observations from remote districts, tend to remove false impressions regarding the climate, viz. :—Inverness, Skeena River, McLeod Lake and Stewart's Lake in British Columbia.

Some additions have been made to the stations under the Superintendence of Col. MacLeod, Chief Commissioner of the North-West Mounted Police, and new instruments have been supplied to replace those damaged in transit. Moose Fort, Hudson's Bay and Prince Arthur's Landing will both prove very serviceable; the latter when telegraphic communication is established in the spring as one of the telegraph reporting stations. The Postmaster-General of Newfoundland (J. Delaney, Esq.,) has added Placentia to the list of stations which report to the Central Office through him. The prognostication of the weather has been continued throughout the year with satisfactory results. The total number of predictions issued, not including storm warnings, was 3,372. Of these 78·9 per cent. were verified in every particular, and 92·5 per cent fully and partly so. A Table is given below shewing the number of predictions for each district during the year, and for each month in the year. In August the "Probabilities" were first issued for the Maritime Provinces. They were not, however, published there until December. Considering that the data on which the predictions were based, was meagre, the results were very satisfactory. Additional stations for sending telegraphic reports are very much needed to improve this service.

A general synopsis of the weather in Canada for the past 24 hours, and the "probabilities for the next 24 hours" have been made out at Toronto at 10 a.m., daily. For the past fifteen months these have been furnished to the telegraph companies, who have forwarded them for publication in the evening editions of the various newspapers in Ontario and Quebec.

One of the most marked features in the progress made by this service during the year was the telegraphic transmission of the predictions issued at the Central Office to 75 of the principal places in Canada, west of Quebec. This "probability" service as it is called, was commenced on the 1st October, from which date the probabilities for the district in which the station is situated have been sent by telegraph each week-day written out on a weather bulletin, and a copy posted, by permission of the Postmaster-General, in the post office, and another in the telegraph office at each place.

This may be considered as the greatest step yet made towards increasing the practical utility to the public of the Meteorological Service, as there is undoubtedly much benefit derived thereby. On the 3rd of December the number of "probability" stations was increased by 20, all situated in the Maritime Provinces, so that there are at present 95 places in the Dominion where the daily weather bulletins are published. Except in a very few instances, these bulletins have been available to the public at places west of Quebec, at 10.30 a.m. Toronto time, and in the Maritime Provinces at 11 a.m. Toronto time.

It must be remembered that the prognostication of the weather could not have been accomplished so successfully, had it not been for the experience obtained by the constant study of the weather maps at Toronto by the officers appointed for this purpose.

STORM WARNINGS.

Warnings have issued from the Chief Office at Toronto of the probable approach of storms to the various storm-signal stations, whenever the officer whose duty it was to attend to the prognostication of the weather, considered it necessary. In many cases this was done without waiting for the receipt of a telegram from Washington. The office at Toronto, has been enabled thereby to give timely notice, when in some instances, owing to telegraphic delays, the warnings from Washington would have arrived late. Sufficient data, on which to base these predictions being, however, only received once a day at the Central Office, warnings which arrive at other times have been forwarded, in most cases, directly after receipt from Washington. Reports of nine storms have been received, for which no warnings were issued by this office, or received from Washington. As far as has been ascertained, five of these appear to have been local, and four more general.

A Table is here given of the number of warnings issued for each quarter of the year, and for the whole year, and the percentage of their verification.

Districts.	No. Issued.					No. Verified.					Percentage Verified.				
	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.	Year.	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.	Year.	1st Quarter.	2nd Quarter.	3rd Quarter.	4th Quarter.	Year.
Lakes.....	83	47	221	351	.....	48	26	188	262	.....	57.8	55.3	85.1	74.6	
St. Lawrence River and Gulf.....	13	.....	112	125	.....	9	.....	72	81	.....	69.2	.....	64.3	64.8	
Ocean.....	73	15	22	157	267	57	0	5	105	167	78.1	0	22.7	66.9	62.5
Total.....	73	111	69	490	743	57	57	31	365	510	78.1	51.4	44.9	74.5	68.6

The low percentage of verification in the St. Lawrence and Ocean districts is due in the opinion of the Superintendent to the lack of sufficient stations from which telegraphic reports are received. He states that an additional station is required in the south of Nova Scotia, as when the influence of a storm approaching from the Atlantic is felt at stations now established, it is often too late to warn other places.

The Central Office has continued to send the tri-daily reports received from the telegraph reporting stations to Washington, and has received in return from that office the tri-daily reports from certain stations in the United States, and morning reports of others through New York. The Chief Signal Officer has also forwarded a telegram to Toronto, whenever it was thought probable that a storm would be felt at our stations in Canada.

By reference to Appendix No. 18 to this Report, it will be seen that the sum of \$36,500, being the amount of the appropriation, less \$500, was expended on this service during the fiscal year ended 30th June last. This expenditure may be classified as follows:—For salaries, \$6,660.75; chief stations, \$4,440; telegraph stations, \$4,598; reserve telegraph stations, \$840; drum stations, \$1,610.75; instruments and apparatus, \$4,256.46; stationery books, &c., \$1,311.88; signal masts and drums, \$496.65; telegraphy, \$9,215.84; travelling and miscellaneous expenses, \$2,055.89.

OBSERVATORIES.

In Supplement No. 3 will be found the Report of the Director of the Magnetic Observatory, Toronto, for the calendar year ended 31st December last. It will be seen by reference to Appendix No. 14, that the sum of \$4,801.74 was expended in connection with this Observatory during the past fiscal year, and the sum of \$4,800 was voted for its maintenance by Parliament. In the Report of the Director for the past year will be found a description of the various instruments used in the Observatory in the various branches of the work, and the uses to which they are applied. Within the last two or three years several self-recording instruments have been added similar to those used at the seven Observatories in connection with the British Meteorological Office. During the year just closed the work of the Observatory has continued as in former years, and, as stated in previous reports, correct time has been determined at this establishment, it being necessary for the magnetic and meteorological observations. It is also the standard by which all the clocks and watches in Ontario have been regulated for more than 30 years. For more than six years the Observatory has given time daily to Toronto by striking all the fire alarm bells at a fixed instant (11:55 a.m.)

The Report of Mr. C. H. McLeod, Director of the Montreal Observatory will be found in Supplement No. 3. This Observatory is in connection with McGill College, and the work, as in former years, has consisted in the collection of a series of tri-hourly observations, the duties of a telegraphic reporting station in connection with the meteorological system and furnishing information to the public through the press and other sources. The sum of \$500 is granted annually by Parliament for the purposes of this Observatory.

The sum of \$2,400 is annually voted by Parliament for the maintenance of the Observatory at Quebec, of which Commander Ashe, R.N., is Director. The report of this Observatory for the last calendar year will be found in Supplement No. 3. In this Report the Director states that time has been given to the shipping as usual, and it has been supplied to various other places requiring it. Meteorological observations have also been forwarded by telegraph to Toronto three times each day. The difference of longitude between Quebec and Trois Pistoles has been obtained by the electric

telegraph giving another point determined with the greatest accuracy on the St. Lawrence. The expenditure for this Observatory amounted to \$2,412.36 for the last fiscal year.

The Observatory at St. John, N.B., is under the supervision of Mr. George Hutchison and kept by Mr. John B. Longley. This Observatory and signal station on the Custom House building were destroyed at the great fire on the 20th of June last. A signal pole was erected on a warehouse and the signals repeated and the time ball attended to.

The sum of \$500 is annually voted by Parliament for the Observatory at Kingston, which is under the charge of the Rev. Dr. Williamson, of Queen's College. The Report of this institution will be found in Supplement No. 3.

MERCHANT SHIPPING.

The total number of vessels remaining on the Register Books of the Dominion, on the 31st day of December, 1877, including old and new vessels, sailing vessels, steamers and barges, was 7,362, measuring 1,310,468 tons register tonnage, showing an increase as compared with 1876 of 170 vessels and 49,575 tons.

Taking \$30 per ton as the average, it will give the value of the registered tonnage of the Dominion on the 31st of December, 1877, as being \$39,314,040 or £7,862,803 sterling.

The increase in the registered tonnage in 1875 was 47,202 tons, as compared with 1874; in 1876 it was 55,328 tons as compared with 1875, and for 1877 it is 49,575 tons as compared with 1876.

A statement follows which has been compiled from the *Repertoire Général* for 1877 and 1878, from which it appears that the tonnage on the Register books of the British Empire, including Canada and her other Colonies, was 7,677,024 tons. The United States of America comes next, with a tonnage of 2,564,980 tons, but this does not include the tonnage trading on the inland lakes and rivers of that country. Norway comes next with a tonnage of 1,391,877, followed by Italy with a tonnage of 1,360,425. Germany has 1,053,229 tons, and France 870,225. From this statement it would appear that Canada with her 1,310,468 tons of shipping follows Italy, and stands fifth on the list. With the exception of Canada, these figures do not include the inland tonnage of the sailing vessels of these countries, or of steamers *under* 100 tons register, but even taking that fact into account, Canada appears fairly to be entitled to take rank as the fifth amongst the ship-owning countries of the world.

The number of new vessels built in the Dominion of Canada during the last year and registered at the different ports of registry in the Dominion, was 430, measuring 118,935 tons register, showing a decrease, as compared with 1876, of 8,715 tons, but showing an increase of 14 in the number of vessels.

In addition to the number of new vessels built and registered in Canada during the last calendar year, there were two vessels measuring 1,943 tons built at Quebec, and which proceeded from that port under a Governor's Pass for the United Kingdom without being registered. Adding these vessels to the new vessels built and registered during the year, it will give a total of 432 vessels and 120,928 tons, as the tonnage built in the Dominion of Canada during the calendar year of 1877. Estimating the value of the new vessels at \$45 per ton, it will give a value of \$5,441,760 or £1,088,352 sterling.

In Supplement No. 4 to this Report there will be found a list of vessels whose names remained on the Register Books of the Dominion on the 31st day of December 1877.

In 1873, an Act was passed by the Parliament of Canada, 36 Vic., chap. 128, repealing the Act respecting the Registration of Inland Vessels in Canada, and extending the provisions of the Imperial Merchant Shipping Act of 1854 and its amendments, to ships navigating the Inland waters of the Dominion, and providing permission for vessels which had been registered under the Inland Act to retain their former registry and measurements, but requiring that all vessels registered in the Dominion of Canada, after the 27th day of March, 1874, should be measured and registered according to the rules and requirements of the Imperial Merchant Shipping Act of 1854 and its amendments, which had previously been in operation in the Provinces of Quebec, New Brunswick, Nova Scotia, Prince Edward Island, and British Columbia. The rule of measurement of the Imperial Merchant Shipping Act of 1854 requires that all permanent closed in spaces above the upper deck of a vessel—such as are so sheltered from the weather or sea as to render them fit for the occupation of either cargo, stores, passengers or crew—shall be measured and added to the tonnage of vessels registered under that Act. This includes the cabin or saloon above the deck so common in that class of steamers which navigate the inland waters of Canada, carrying passengers and freight, and which is in such vessels, to a large extent, the source of their earnings. It was, however, found that in the majority of the vessels measured and registered under the late Inland Act the closed in spaces above the upper deck had not been added to the tonnage, thereby making the registered tonnage of such ships to be much less than the registered tonnage of ships of the same dimensions measured and registered under the Merchant Shipping Act of 1854. The practical result was that the steamships registered under the Imperial Act were at a great disadvantage as compared with the steamships registered under the late Inland Act, in respect of the payment of tonnage dues and fees.

It was therefore deemed advisable to place all the steamships of the Dominion on an equal footing, and during the session of Parliament for 1877 a short Act was passed requiring that every steamship registered in Canada before the 27th day of

March, 1874, and measured for registration by any other rules than those prescribed by the Merchant Shipping Act of 1854, should be re-measured for tonnage according to the rules prescribed by the Merchant Shipping Act of 1854, and that the tonnage so ascertained should be the ship's tonnage for all purposes except those of "An Act respecting the Inspection of Steamboats, and for the greater safety of Passengers by them."

After the Act was assented to the Department took immediate steps to carry the provisions into effect, and directed some of the most experienced and capable measurers of the Department to proceed with the remeasurement of the steamships referred to in the Act. The remeasurement commenced in the month of May last, and from that time, up to the close of navigation, 180 vessels were remeasured without causing any detention or loss to them, as the measurers endeavoured to ascertain the measurements of each vessel when she was in port without a cargo. There still remain between 75 and 100 vessels to remeasure, principally small vessels in the small lakes and rivers, which it is hoped will be accomplished during next season.

As a large amount of additional tonnage was obtained in many cases by the remeasurement of these steamships, the Government, by an Order in Council of the 1st June last, reduced the tonnage dues on steamboats, exacted under the Steamboat Inspection Act, from seven cents to four cents per ton. Such reduction to take effect from 1st July last. A reduction was also made in canal tolls. These reductions were made to relieve steamboat owners of a part of the additional expense incurred by the increase in the tonnage of the steamships.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books at the different Ports of Registry in the Dominion of Canada, on the 31st of December, 1877.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Vessels.	Tons.
Chatham	154	15,151
Dorchester	18	13,169
Sackville	7	2,852
St. Andrews	178	18,669
St. John	776	279,616
Total	1,133	329,457

PROVINCE OF NOVA SCOTIA.

Amherst	10	5,589
Annapolis	70	21,011
Aricbat	133	7,593
Barrington	26	1,629
Baddeck	9	557
Digby	146	17,654
Guysborough	46	2,807
Halifax	1,017	111,694
Liverpool	116	12,305
Londonderry	8	3,228
Lunenburg	216	12,734
Maitland	30	25,335
Pugwash	17	1,130
Parrsboro'	80	11,742
Pictou	98	30,846
Port Hawkesbury	37	1,988
Port Medway	23	1,103
Sydney	92	6,627
Shelburne	124	14,403
Truro	1	41
Windsor	200	90,378
Weymouth	22	6,178
Yarmouth	440	155,007
Total	2,961	541,579

PROVINCE OF QUEBEC.

Gaspé	38	1,903
Montreal	988	131,043
Magdalen Islands	34	1,284
New Carlisle	29	1,617
Percé	3	232
Quebec	859	112,320
Total	1,951	248,399

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

PROVINCE OF ONTARIO.

Name of Port.	Vessels.	Tons.
Amherstburg.....	11	385
Belleville.....	8	723
Brockville.....	14	514
Brighton.....	1	87
Gollingwood.....	3	543
Chippewa.....	3	153
Chatham.....	19	2,678
Cramahé.....	5	594
Coburg.....	6	728
Darlington.....	3	372
Dunville.....	17	1,849
Dundas.....	2	246
Goderich.....	20	1,506
Fort Erie.....	1	559
Hamilton.....	35	8,713
Kingston.....	204	26,925
Kingsville.....	1	101
Niagara.....	1	512
Morrisburgh.....	3	361
Napanee.....	21	3,054
Newcastle.....	1	158
Ottawa.....	92	9,492
Owen Sound.....	8	1,763
Oakville.....	10	1,166
Port Burwell.....	26	5,407
Port Dover.....	21	1,444
Port Colborne.....	7	765
Port Hope.....	28	3,340
Port Rowan.....	9	1,156
Port Stanley.....	6	1,491
Pictou.....	40	5,204
Saugeen.....	3	115
Sarnia.....	15	4,003
Saulte Ste Marie.....	4	170
St. Catharines.....	130	28,374
Toronto.....	70	8,574
Windsor.....	45	5,863
Whitby.....	3	538
Wallaceburg.....	30	2,104
Total.....	926	131,761

PRINCE EDWARD ISLAND.

Charlottetown.....	342	55,547
Total.....	342	55,547

BRITISH COLUMBIA.

Victoria.....	43	3,479
Total.....	43	3,479

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

MANITOBA.

Name of Port.	Vessels.	Tons.
Winnipeg.....	6	246
Total	6	246

SUMMARY.

New Brunswick.....	1,133	329,457
Nova Scotia.....	2,961	541,579
Quebec.....	1,951	248,399
Ontario.....	926	131,761
Prince Edward Island	342	55,547
British Columbia.....	43	3,479
Manitoba	6	246
Total.....	7,362	1,310,468

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1873, 1874, 1875, 1876 and 1877.

Provinces.	1873.		1874.		1875.		1876.		1877.	
	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
Nova Scotia	2,803	449,701	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579
Quebec	1,842	214,043	1,837	218,946	1,831	222,865	1,902	228,502	1,951	248,389
Ontario	681	89,111	815	113,008	825	114,990	889	123,947	926	131,761
Prince Edward Island	280	38,918	312	48,388	335	50,877	338	50,692	342	55,547
British Columbia	30	4,095	35	3,611	40	3,685	40	3,800	43	3,479
Manitoba .....	.....	.....	.....	.....	2	178	2	178	6	240
Total	6,783	1,073,718	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468

1-1-1878

STATEMENT showing the Sea-going Tonnage and Tonnage of Steamers over 100 tons register of each of the Maritime States of the World, for 1877, taken from the *Repertoire Général* for 1877 and 1878.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British, including Canada and the Colonies.	3,133	3,283,910	2,150,094	17,765	5,526,930	7,677,024
American.....	542	674,036	418,249	6,307	2,146,731	2,564,980
Norwegian.....	122	54,604	38,928	4,135	1,352,949	1,391,877
Italian.....	110	95,309	63,440	4,402	1,296,985	1,360,425
Canadian (1,310,468 tons).....						
German.....	220	259,785	177,385	3,140	875,844	1,053,229
French.....	272	319,179	203,488	3,300	666,767	870,255
Spanish.....	224	176,310	116,110	2,744	550,533	666,643
Russian.....	145	105,040	68,782	1,802	417,973	486,755
Swedish.....	210	87,287	60,293	1,941	402,248	462,541
Dutch.....	110	112,879	76,357	1,258	366,284	442,641
Greek.....	12	7,621	4,940	2,024	419,478	424,418
Austrian.....	74	83,545	52,209	652	253,730	305,939
Danish.....	96	61,671	40,394	1,203	182,870	223,264
South American.....	82	58,649	38,804	355	129,901	168,705
Portuguese.....	26	22,480	15,321	441	106,215	121,536
Turkish and Egyptian.....	33	30,467	19,661	300	50,101	69,762
Central America.....	13	10,152	6,840	57	18,546	25,386
Belgian.....	25	35,461	25,578	25	13,053	38,631
Asiatic.....	22	29,314	18,312	56	21,079	39,391
Total.....	5,471	5,507,099	3,595,185	51,907	14,798,217	18,393,402

STATEMENT showing the Number of *New Vessels Built and Registered* in the Dominion of Canada, during the Year ended 31st December, 1877.

PROVINCE OF NEW BRUNSWICK.

Name of Port:	Vessels.	Tons.
Chatham.....	9	3,067
Dorchester.....	5	2,859
St. Andrews.....	4	1,130
St. John.....	35	23,682
Sackville.....	1	420
Total.....	54	31,158

PROVINCE OF NOVA SCOTIA.

Amherst.....	3	222
Annapolis.....	5	1,433
Arichat.....	2	71
Barrington.....	4	251
Digby.....	11	1,350
Guysboro'.....	4	734
Halifax.....	42	5,850
Liverpool.....	10	486
Lunenburg.....	21	1,062
Maitland.....	6	6,090
Parrsboro'.....	5	744
Pictou.....	8	1,477
Port Hawkesbury.....	2	115
Port Medway.....	11	478
Sidney.....	4	111
Shelburne.....	18	2,128
Truro.....	2	865
Windsor.....	17	12,398
Weymouth.....	9	2,771
Yarmouth.....	35	9,314
Total.....	219	47,980

PROVINCE OF QUEBEC.

Montreal.....	17	1,353
Magdalen Islands.....	3	185
New Carlisle.....	1	16
Quebec.....	41	17,699
Total.....	62	19,253

STATEMENT showing the Number of *New* Vessels Built and Registered in the Dominion, &c.—*Continued.*

PROVINCE OF ONTARIO.

Name of Port.	Vessels.	Tons.
Brockville	1	97
Collingwood	1	183
Chatham	1	27
Hamilton	2	217
Kingston	7	1,398
Napanee	1	121
Ottawa	2	200
Port Dover	1	18
Picton	1	322
St. Catharines	3	497
Toronto	6	187
Windsor	2	49
Total	28	3,316

PRINCE EDWARD ISLAND.

Charlottetown	62	17,026
Total	62	17,026

BRITISH COLUMBIA.

Victoria	2	204
Total	2	204

MANITOBA.

Winnipeg	3	48
Total	3	48

SUMMARY.

New Brunswick	54	31,158
Nova Scotia	219	47,980
Quebec	62	19,253
Ontario	28	3,316
Prince Edward Island	62	17,026
British Columbia.....	2	204
Manitoba	3	48
Total	430	118,985

COMPARATIVE STATEMENT of *New Vessels Built and Registered in the Dominion of Canada during the Years ended 31st December, 1874, 1875, 1876 and 1877.*

Provinces.	1874.		1875.		1876.		1877.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	99	42,027	65	33,483	61	31,040	54	31,158
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980
Quebec	73	20,796	102	22,825	51	17,800	62	19,253
Ontario	50	10,797	53	7,760	47	5,397	28	3,316
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026
British Columbia.....	5	276	.....	.....	1	121	2	204
Manitoba .....	.....	.....	.....	.....	.....	.....	3	48
Add New Vessels built in Canada, which proceeded to the United Kingdom under a Governor's pass without being registered.....	490	183,010	480	151,012	416	127,700	430	118,985
Add New Vessels which left Quebec for registration in Germany	6	7,746	.....	.....	3	2,721	2	1,943
Total	496	190,756	480	151,012	420	130,901	432	120,928

COASTING TRADE OF CANADA.

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

It having been ascertained that the following countries, viz., Italy, Germany, the Netherlands, Sweden and Norway, Austro-Hungary and Denmark, 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; and those of Denmark, by Order in Council of the 25th January, 1877, were admitted to the coasting trade of Canada.

To prevent foreign steamers, other than those having the privilege of the coasting trade, from towing ships, vessels, or rafts in the waters of the Dominion, an Act was passed by the Parliament of Canada in the Session of 1875 (38 Vic., chap. 27) and intimation received by a despatch from the Earl of Carnarvon, dated 30th August, 1876, that Her Majesty would not be advised to exercise her power of disallowance of that Act.

REWARDS FOR SAVING LIFE.

In Supplement No. 2 is given a list of persons to whom rewards or testimonials have been granted by the Government of Canada for humane exertions in saving life from Canadian vessels, as well as a list of Canadian mariners to whom rewards or testimonials have been granted by the British and by foreign Governments, for gallant and humane services in saving life from British and foreign vessels. From these returns it will be seen that the Canadian Government presented thirty-four testimonials and money rewards, accompanied by letters of thanks, and two letters of thanks without any other testimonial. Four testimonials and one letter of thanks have been received by Canadians from Governments other than Canada, during the past calendar year.

ESTABLISHMENT STAFF AT OTTAWA.

In Appendix No. 35 a statement is given showing the names of the members on the Establishment Staff of the Department at Ottawa, the rank held by each, and the amount of salary and bonus they severally received, during the fiscal year ended 30th June, 1877.

Under an Order in Council dated 11th May, 1877, Mr. W. F. Whitcher's salary was paid at the rate of \$2,400 instead of \$2,000 per annum, from 1st January last.

OUTSIDE SERVICE.

The number of Persons employed in the Outside Service on the 31st December, 1877, was as follows :—

Superintendent of Lights and Light Keepers, etc., in Ontario and above Montreal.....	107
Officers of Agency in City of Quebec and Light Keepers, Fog-Whistle Keepers, etc., at and below Montreal, in the Province of Quebec.....	167
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, etc., in New Brunswick	73
Agent, Clerk, Messenger, Superintendent of Lights, Light Keepers, Fog-Whistle Keepers, Attendants at Humane Establishments, etc., in Nova Scotia.....	138
Agent and Light Keepers in Prince Edward Island.....	23
Agent and Light Keepers in British Columbia.....	15
Officers and Crews of Dominion Steamers and Vessels.....	136
Examiners of Masters and Mates and Clerk to Chairman of Board.....	10
Inspectors of Steamboats and Clerk to Chairman of Board.....	0
Harbour and River Police, Montreal and Quebec.....	74
Officers and Servants in Marine Hospitals.....	75
Shipping Masters.....	19
Harbour Masters.....	96
Officers of Observatories, Meteorological Observers, etc., receiving pay.....	73
Receivers of Wreck.....	27
Wharfingers.....	3
Fishery Overseers and Guardians in Ontario.....	87
Commander of the Fisheries Protection Vessel and Crew.....	6
Fishery Overseers and Guardians in Quebec.....	95
Inspector of Fisheries, Overseers and Wardens in Nova Scotia.....	243
Inspector of Fisheries, Overseers and Wardens in New Brunswick.....	114
Fishery Overseers and Water Bailiffs in Prince Edward Island.....	34
Inspector of Fisheries in British Columbia.....	1
Fishery Overseer in Manitoba.....	1
Making a total of.....	1,647

While for the previous year the number was 1,596. In addition to the former number of 1,647, there are 62 Registrars of Shipping who act under the directions and control of this Department, but are at the same time Collectors of Customs at the various ports of registration, and receive no salary or fees in their capacity as Registrars. There are 68 Measurers and Surveyors of Shipping at certain ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although, in addition to such office many of them hold a position in the Customs service. Also, in addition to the above, by Orders in Council of 21st April, and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed a Shipping Master, is to receive the fees, make half-yearly returns to this Department, and act in that capacity under its instructions.

From the above statement it will be seen that there are 73 officers of Observatories, etc., who receive pay for the performance of their duties; but in addition to these there are a large number of Meteorological Observers throughout the Dominion who give their services gratuitously.

I have the honour to be, Sir,

Your most obedient servant,

WM. SMITH,

Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

OTTAWA, 1st January, 1878.

F I S H E R I E S.

To the Hon. A. J. SMITH,
Minister of Marine and Fisheries.

SIR,—The following preliminary Report on the Fisheries Service of Canada for the past year consists chiefly of an account of the expenditure and receipts during the year 1877. It also refers to the results of operations in the artificial hatching of fish, giving the numbers of young fish so raised and distributed from the deposit of 1876 and the quantities of eggs deposited in the fall of 1877 now in course of incubation.

The statements of the various fishery officers, showing the condition and yield of the Canadian Fisheries for the past year, are incomplete; but so soon as these are completed a full report of the year's transactions, with the usual Appendices, will be prepared for submission to Parliament.

EXPENDITURE AND RECEIPTS.

The following statements exhibit the respective amounts expended and collected during the fiscal year ended 30th June, 1877, and the current expenses from 1st July to 31st December, 1877. The expenditure for the period first above named is sub-divided for the several Provinces and services as follows:—

ONTARIO.

Fishery Overseers' salaries and disbursements.....	\$13,185 76
Fish-breeding	12,641 46
	\$25,827 22

QUEBEC.

Fishery Overseers' salaries and disbursements.....	\$12,909 66
Fish-breeding	6,203 94
Fisheries protection vessel	17,059 21
	\$36,172 81

NOVA SCOTIA.

Fishery Overseers' salaries and disbursements.....	\$15,127 49
Fish-breeding	3,803 53
	<hr/>
	\$18,931 02
	<hr/>

NEW BRUNSWICK.

Fishery Overseers' and Inspector of Fisheries' salaries and disbursements.....	\$11,168 53
Fish-breeding	1,388 80
	<hr/>
	\$12,557 33
	<hr/>

PRINCE EDWARD ISLAND.

Fishery Overseers' salaries and disbursements.....	\$1,974 70
	<hr/>

BRITISH COLUMBIA.

Inspector of Fisheries' salary and disbursements.....	\$635 00
	<hr/>

MANITOBA.

Fishery Overseer's salary.....	\$250 00
	<hr/>

Total expenditure \$96,348 08

And for the subsequent half-year as follows:—

Ontario, Fishery Overseers' salaries and disbursements.	\$6,386 05
Quebec do do ...	9,659 86
Nova Scotia do do ...	7,607 92
New Brunswick do do ...	4,654 00
Fisheries Protection Steamer "Lady Head"	15,699 96
Fish-breeding.....	12,539 89
Prince Edward Island.....	875 00
Manitoba	200 00
British Columbia.....	600 00
	<hr/>
Total.....	\$58,222 68

The Collections during the fiscal year are arranged under the following heads.—

ONTARIO.

Rents, license fees, fines and confiscations..... \$1,483 25

QUEBEC.

Rents, license fees, fines and confiscations..... 6,071 72

NOVA SCOTIA.

Taxes on nets, fines and forfeitures..... 1,520 71

NEW BRUNSWICK.

Rents, taxes on nets, fines and forfeitures... .. 1,289 17

Total\$13,364 85

LICENSES ISSUED.

The number of Fishery Licenses issued during the season of 1877 are as follows:—

Ontario.....	720
Quebec.....	675
New Brunswick.....	756
Nova Scotia.....	44

Also thirty-two permits were issued for salmon angling on the "Rough Waters" of the Nepissiguit River, N.B., and 1,185 season permits for angling and trolling on Rice Lake, Lake Scugog, and other inland waters set apart in the Province of Ontario; thus making the total number of Fishery Licenses issued during the present season 3,412.

Licenses for smelt and bass fishing in the Province of New Brunswick, expiring respectively, on 15th February and 1st March, no returns of the same can yet be given.

STAFF OF FISHERY OFFICERS.

In 1876 the Staff of Fishery Officers consisted of the following:—

ONTARIO—Fishery Overseer (<i>ex-officio</i> Magistrates) and Fishery Guardians.....	83
QUEBEC—Fishery Overseers (<i>ex-officio</i> Magistrates) and Fishery Guardians.....	90
NOVA SCOTIA—Inspector, Fishery Overseers (<i>ex-officio</i> Magistrates) and Fishery Wardens.....	239

NEW BRUNSWICK—Inspector, Fishery Overseers (<i>ex-officio</i> Magistrates) and Fishery Wardens	110
PRINCE EDWARD ISLAND—Fishery Overseers (<i>ex-officio</i> Magistrates) and Fishery Wardens.....	32
BRITISH COLUMBIA—Inspector of Fisheries.....	1
MANITOBA—Fishery Overseer (<i>ex-officio</i> Magistrate).....	1
GULF OF ST. LAWRENCE—Commander and crew of Fisheries Protection Steamer “Lady Head”.....	26
	582

Additions were made during the year 1877 as follows :--

Ontario	4
Quebec	5
Nova Scotia.....	4
New Brunswick.....	4
Prince Edward Island.....	2
Making the number of Fishery Officers now employed in the Outside Service.....	601

This regular Staff receives occasional aid from lock-masters on the Government canals and lighthouse keepers, which arrangement saves employing in certain places other Fishery Officers at separate salaries.

REPORT OF FISHERY OFFICERS.

Detailed Reports of the various Fishery Officers engaged in the service will be printed in the Appendices. They will embrace particulars of the year's business in each fishery district; and also give details respecting the quantity and value of fish caught in sub-divisions of the respective fishery districts. They will also refer to the condition of different fishings, the state of the rivers, the observance of fishery laws, and proceedings taken for violations of the same.

SALMON ANGLING.

The total sum accruing as rents under leases of angling privileges amounts to about \$5,000.

The salmon caught by anglers numbered 2,637, a slight decrease as compared with the catch of last year. The continued and extremely hot weather of the past season, and the lowness of the water, interfered with the sport of angling, although most of the streams contained plenty of fish. The local Fishery Overseers and Wardens report that during the autumn months the spawning beds were covered with breeding fish, and young salmon were very abundant.

 FISH CULTURE.

The total expenditure on account of this service for the fiscal year ended 30th June, 1877, amounts to \$24,037.73, divided as follows among the seven establishments devoted to the artificial reproduction of fish :—

At Newcastle, Ontario	\$7,658 16
Sandwich do	4,374 54
Tadousac, Quebec	3,198 18
Gaspé Basin do	1,518 66
Restigouche do	954 02
Bedford Basin, Nova Scotia	3,488 27
Miramichi, New Brunswick	1,388 80
General Disbursements	1,457 10
	<hr/>
	\$24,037 73

A statement in detail of this expenditure will be found among the Appendices. No new establishments were opened during the past season, but indispensable repairs and necessary improvements were made at Sandwich, Bedford, Miramichi and Gaspé.

The whole number of young fish distributed during the Spring of 1877, from the hatching of 1876, was 13,489,000, apportioned as follows:—

NEW CASTLE ESTABLISHMENT, ONTARIO.

Names of Rivers or places where Fry were placed or sent.	KINDS OF FISH.		
	Salmon.	Speckled Trout.	Whitefish.
Trent River, Ontario	20,000		
Rouge do do	10,000		
Humber do do	20,000		
Credit do do	20,000		
Saugeen do do	40,000		
Grafton Creek do	20,000		
Barber's do do	40,000		
Duffin's do do	20,000		
Lynd's do do	10,000		
Wilmot do do	1,000,000	10,000	
Ontario Lake do	10,000	10,000	150,000
Balsam do do	10,000		
Clear do do	10,000		10,000
Sandy do do	5,000		
Gull do do	10,000		
North River, County Argenteuil, Quebec	20,000		
Magog do do Stanstead do	10,000	2,000	
To Lord Exeter, England	5,000	2,000	30,000
“ Prof. Buckland, England, per Alex. Begg	5,000		
“ Prof. Baird, United States	6,000		
“ New York do	4,000		
“ State of Wisconsin do	5,000		
“ do Iowa do	5,000		
“ Seth Green Caledonia, do	5,000		
“ B. Tett, Esq., Newboro', Ontario			10,000
Total	1,310,00	24,000	200,000

SANDWICH ESTABLISHMENT, ONTARIO.

Name of Rivers or places where Fry were placed.	KINDS OF FISH.		
	Salmon.	Speckled Trout.	Whitefish.
Detroit River, Ontario.....			7,750,000

BEDFORD ESTABLISHMENT, NOVA SCOTIA.

Sackville River, County Halifax, N.S.....	150,000		
Shubenacadie River do	50,000		
Musquodoboit do do	50,000		
Gays do do	20,000		
Indian do do	20,000		
Ingraham do do	20,000		
North East do do	10,000		
Little Salmon do do	10,000		
Moshers do do	10,000		
Nine Miles do do	20,000		
Meander do County Hants, N.S.	20,000		
Windsor do do	20,000		
Gaspereaux do County Kings, N.S.	20,000		
Cornwallis do do	20,000		
Philip do County Cumberland, N.S.	100,000		
Wallace do do	40,000		
Pugwash do do	25,000		
Annapolis do County Annapolis, N.S.	50,000		
Salmon do County Colchester, N.S.	60,000		
Stewiacke River, County Colebester, N.S.	25,000		
North do do	25,000		
Debert do do	20,000		
West do County Pictou, N.S.	50,000		
East do do	50,000		
Middle do do	50,000		
Sutherland's do	20,000		

BEDFORD ESTABLISHMENT, NOVA SCOTIA.—*Concluded.*

Name of Rivers where Fry were placed.	KINDS OF FISH.		
	Salmo Salar.	Speckled Trout.	Whitefish.
Martin's River, County Lunenburg, N.S.	6,000	.....	.....
Gold do do	4,500	.....	.....
Middle do do	4,500	.....	.....
Tracadie do County Guysboro', N.S.	20,000	.....	.....
Total	990,000	.....	.....

TADOUSAC ESTABLISHMENT, QUEBEC.

River St. Thomas, Quebec	150,000	.....	.....
do Ouelle do	150,000	.....	.....
do Du Loup do	60,000	.....	.....
do Malbaie do	60,000	.....	.....
do A Mars do	200,000	.....	.....
do St. Jean do	200,000	.....	.....
do Petit Saguenay do	60,000	.....	.....
do Ste. Marguerite do	300,000	.....	.....
do Escoumains do (California Salmon)	5,000	.....	.....
Total	1,185,000	.....	.....

GASPÉ BASIN ESTABLISHMENT, QUEBEC.

Dartmouth River, Quebec	550,000	.....	.....
St. John do	313,000	.....	.....
Malbay do	108,000	.....	.....
Pabos do	80,000	.....	.....
Total	1,051,000	.....	.....

RESTIGOUCHE ESTABLISHMENT, QUEBEC.

Name of Rivers or places where Fry were placed.	KINDS OF FISH.		
	Salmo Salar.	Speckled Trout.	Whitefish.
Jacquet River, New-Brunswick.....	50,000		
Upsalquitch do	150,000		
Nouvelle Quebec.....	50,000		
Little River do	50,000		
Main Matapedia do	50,000		
Causapsal do	55,000		
Restigouche do	255,000		
Total	680,000		

MIRAMICHI ESTABLISHMENT, NEW BRUNSWICK.

South-West Miramichi River, N.B.....	50,000		
North-West do do	50,000		
Little South-West do	50,000		
Sevogle River, N.B.....	20,000		
Bartibog do	20,000		
Burnt Church River, N.B.....	20,000		
Tabusintac do	20,000		
Napan do	20,000		
Black do	20,000		
Salmon do	20,000		
Shediac do	20,000		
On hand, for experiments.....	9,000		
Total	400,000		

R E C A P I T U L A T I O N .

Fish-Breeding Establishments.	KINDS OF FISH.		
	Salmon.	Speckled Trout.	Whitefish.
Newcastle Fish-Breeding Establishment, Ontario	1,310,000	24,000	200,000
Sandwich do do			7,750,000
Bedford do N. S.....	950,300		
Tadousac do Quebec.....	1,185,000		
Gaspé do do	1,051,000		
Restigouche do do	660,000		
Miramichi do N. B.....	319,000		
Total distribution in 1877.....	5,515,000	24,000	7,950,000
Salmon	5,515,000		
Speckled Trout.....		24,000	
Whitefish.....		7,950,000	
Grand Total.....	13,489,000		

The following number of vivified eggs were deposited on the hatching-trough, at the above-named establishments in the fall of 1877 :—

Establishments.	Salmon	Sea and Brook Trout.	Whitefish.	Salmon Trout.
Newcastle, Ontario. { Lake Ontario, Salmon.....	750,000	50,000	1,000,000	1,300,000
{ California, do	40,000			
Sandwich, do			30,000,000	
Gaspé, Quebec.....	750,000			
Tadoussac, do.....	1,500,000	100,000		
Restigouche, Quebec.....	1,200,000			
Bedford, N. S	1,400,000			
Miramichi, N. B.....	710,000			
Total.....	6,350,000	150,000	31,000,000	1,300,000

Making a grand total of 38,800,000 fish ova now in these establishments, which will be hatched during the spring of 1878, and be ready for distribution during the month of June next.

I have the honor to be, Sir,

Your obedient servant,

W. F. WHITCHER,

Commissioner of Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,

FISHERIES BRANCH, OTTAWA, 31st December, 1877.

APPENDICES

TO THE

TENTH ANNUAL REPORT

OF THE

Department of Marine and Fisheries.

 APPENDIX No. 1.

 ANNUAL REPORT OF THE TOUR OF INSPECTION AND SUPPLY OF
 THE SUPERINTENDENT OF LIGHTHOUSES FOR THE DISTRICT
 ABOVE MONTREAL.

The coal oil for the service of the lights arrived at Montreal on the 2nd July in good order, and it was shipped on board the screw steamer "Lake Erie" the same day.

I left Montreal with the supply steamer early on the morning of the 4th of that month, and arrived at Lachine Pier Light at 6 a.m.

LAKE ST. LOUIS LIGHTSHIP NO. 1 AND LACHINE PIER LIGHT.

Mr. John Norton is the Keeper at this Station, and hires a man to take care of the lightship. Both the pier light and that of the lightship are of the catoptric order. The pier light is fixed white, burning one base-burner fountain lamp, with 14-inch reflector. The lantern is of iron, 3 feet in diameter; the size of the glass $13\frac{1}{2} \times 15$ inches. The lighthouse is painted white and is 21 feet high.

The Lightship is of iron, painted red, with a white tower 19 feet from deck to platform, and has two base-burner lamps showing up and down the river, and is moored with four chains. Will require painting next year. They are all in good order. The keeper is 75 years old, and has no family.

LAKE ST. LOUIS LIGHTSHIP NO. 2.

(Mr. OLIVIER MADORE, *Keeper.*)

This is an iron lightvessel, with a tower 19 feet high, painted white, and there are three No. 1 lamps, with 12-inch reflectors, and the light can be seen seven miles. The size of glass is 16×24 inches.

Everything on board is in good order.

The Keeper's family consists of seven in number.

Vessel and tower will require painting next season. Some repairs being required, the necessary orders were given to have them done.

POINT CLAIRE LIGHTHOUSE NO. 2.

Arrived at this lighthouse, situated east of Lighthouse No. 1, at Point Claire, on Ottawa River, on the 4th July. Mr. Benjamin Gloude, is keeper of this light.

This light is a fixed white catoptric, burning three mammoth flat-wick lamps, with 15-inch reflectors.

The lighthouse is of wood and painted white, with an iron lantern six feet in diameter; size of glass, 30×30 inches. This lighthouse is built on a wooden pier, and is 21 feet high, and 14 feet square at the base.

The pier is too low, and the north-east corner has sunk about two feet. The building should be raised by screws, and pier raised six feet. The south side and portion of the west side require to be plated with boiler plate to protect it from the action of the ice.

This light is well kept.

POINT CLAIR PIER LIGHT NO. 1, OTTAWA RIVER.

Mr. Moise Leclerc, Keeper, with a family of six in number.

Served this Station on the 4th July. This is a white fixed catoptric light, having two lamps, one mammoth and the other No. 1, with 14 and 16-inch reflectors. The lantern is 3ft. 6in. in diameter, and is of iron; size of glass, 17 x 21 inches. The length of the pier is 57 feet by 19 feet. Height of tower, 26 feet. This light is well kept.

The pier requires 100 toise of stone to protect it, and the winter is the best time to do the work.

LAKE ST. LOUIS LIGHTSHIP, NO. 3.

Supplied this light also on the 4th July. The Keeper is Mr. Oliver Veaudry, and he has four in family. This is a white fixed catoptric light, containing two dual No. 1 lamps with 15-inch reflectors; size of glass 16 x 24 inches. The lantern is five feet in diameter, height of tower 30 feet. The covering on deck requires to be renewed, also the flooring on main deck requires repairing. The light is kept in good order.

BEAUHARNOIS CANAL AND RANGE LIGHTS.

They are both white fixed catoptric lights. The main one contains two No. 1 burner, with 14-inch reflectors; size of glass 14 x 16 inches. The tower is of wood on stone foundation, and is 27 feet high. Lighthouse requires painting and a new floor for lamp room. The range light is of the same description as the main light, and contains three No. 1 lamps, with 16-inch reflectors; it also requires some repairs which were ordered to be done. These lights are well and cleanly kept.

GROSSE POINT AND RANGE LIGHTS.

Arrived at this Station on the morning of the 5th July, and found the lights in good order; they are kept by Mr. William Shannon, who has a family of four. The main light has three No. 1 lamps, set on an iron frame with 14-inch reflectors; the lantern is four feet in diameter and constructed of iron; it shows a white fixed light. The lighthouse is painted red and the lighthouse in range with it is also painted red. There are also two range lights painted white, and contain each one No. 1 lamp. They are well kept. The main light requires 40 toise of stone in front of main pier to protect it from the ice; winter is the best time for the work to be done.

MC'KIES POINT.

Mr. Alexander McDonald, Keeper, who has a family of six.

This is a white wooden building, with an iron lantern, four feet six inches in diameter, having three Silber burners, with 16-inch reflectors, and shows a white fixed catoptric light, which can be seen seven miles.

The light is well kept.

COTEAU LANDING.

Arrived here on the 5th July, and supplied this Station.

This is a white wooden building, and contains a fixed red dioptric light, burning one lamp, and should be seen four miles. The place is well kept by Mr. E. B. Prieur, the Keeper. His family consists of six in number.

There is a new lighthouse in course of construction at this Station.

PORT LEWIS LIGHTHOUSE.

(Mr. DAMASE CAZA, *Keeper*.)

This is a square wooden building, 31 feet high, painted white, with an iron lantern eight feet in diameter, and contains three mammoth flat-wick lamps, with three 16-inch reflectors; size of glass 28 x 31 inches, and is a fixed white light.

This Station is well kept.

The lighthouse requires painting.

CHERRY ISLAND.

Arrived here on the 5th and supplied the station with Stores.

This is a white wooden square building, 30 feet high from base to vane and has three mammoth flat-wick lamps with 16-inch reflectors, and is of the catoptric order; size of glass, 17 x 21 inches; requires some repairs and painting. The keeper was instructed to have repairs completed.

Mr. E. S. Johnson is the Keeper, and he has a family of eleven.

The light is well kept.

LANCASTER BAR.

Mr. George H. Johnston is the Keeper, who has a family of eight.

This a white square tower, 20 feet high, placed on the north side of the channel, four miles south-west from Lancaster village, and of the catoptric order, containing two mammoth flat-wick lamps with 14 and 16-inch reflectors; size of glass, 17 x 21 inches, and stands on a pier 57 x 42 feet; size of lantern, 4ft. 6in. diameter. The lighthouse is in good condition and well kept. The lighthouse requires painting and levelling up. Also some new planking is required for the covering of the pier.

LANCASTER PIER.

This lighthouse was visited on the 5th July. Mr. Thomas Hill is the Keeper. It is a white wooden building, containing a white fixed catoptric light, with three dual-burner fountain lamps, with two reflectors, one 15-inch and one 14-inch. The cross light has no reflectors; size of glass, 16 x 14 inches. The lantern is of iron, six feet in diameter. The lighthouse requires painting. 100 cords of stone are required for the piers, to protect them from ice.

The Station is well kept.

HAMILTON'S ISLAND.

(Mr. JOHN HAMILTON, *Keeper*.)

This is a white square wooden building, 27 feet high, containing three mammoth flat-wick lamps, with 20-inch reflectors. The lantern is of wood, seven feet in diameter; size of glass, 30 x 36 inches. It is 17 feet square at the base.

The repairs required were ordered to be done immediately.

The place is well kept. Mr. Hamilton has a family of two.

STONEHOUSE POINT.

Is a white square building, with dwelling-house attached, 31 feet high; having three mammoth flat-wick lamps, with 18-inch reflectors, showing a fixed white catoptric light. The lantern is of iron, six feet in diameter; size of glass 30 x 36 inches; the dwelling is 16 x 28 feet. Mr. Kenneth McLachlin is Keeper, who has eight of a family.

The repairs required were directed to be done by the Keeper.

This Station is well kept.

WINDMILL POINT.

Arrive here on the 6th July, and landed the supplies. This is a circular stone tower 92 feet high. It contains three mammoth flat-wick lamps with 18-inch reflectors, and is a fixed white catoptric light; size of glass 36 x 28 inches, and is in very good order.

Mr. Bernard Kean is Keeper, and his family consists of five.

COLE SHOAL LIGHTHOUSE.

Mr. Richard Elliot is the Keeper, who is 69 years of age. We arrived at this station on the 6th July and supplied the stores. This lighthouse is situated on a pier five miles west of Brockville, and three-quarters of a mile from the north-shore, and is a white square wooden building placed on a pier 55 x 22 feet, and shows a fixed white catoptric light, burning three No 1 lamps with two 18-inch and one 14-inch reflectors, size of glass 28 x 36 inches. The pier requires repairs, and glass is wanted for the lantern.

The fence on the division line, the property of the Government and private parties, requires repairs. The Deputy Minister of Marine instructed the Keeper to enquire at what rate material could be procured, and the cost for a man to assist him to put it in good order.

GRENADIER ISLAND.

Supplied this Station on the 6th July. The Keeper is Mr. Albert Root, who has fourteen children.

It is a white wooden building, 55 feet high, with an iron lantern six feet in diameter; is a fixed white light of the catoptric order, having three No 1 lamps with 12-inch reflectors; the glass is 14 x 16 inches. The building requires to be painted, and bolts to be placed for mooring vessels to.

The Station is well kept.

LINDOE ISLAND.

This Station was visited and supplied on the 7th July. The light is situated on the north-west part of the Island, five miles west of Rockport, and is 40 feet above the water. It is a white square wooden building, and has three No 1 mammoth flat-wick lamps with two 12-inch reflectors; size of glass 14 x 16 inches. The lantern is of iron, three feet square. The lighthouse requires painting, and also a new lantern to be supplied, as the present one is too small; there is plenty of room on the top of the lighthouse for the new lantern. Bolts are also required for mooring a vessel. The dwelling-house requires to be repaired and new eave troughs supplied, which the was ordered to have done.

Mr. John Wallace is Keeper, and has a family of seven. He keeps the light clean and in good order.

GANANOQUE NARROWS.

Mr. Cornelius Cook is the Keeper, he has four in family.

The light is placed on the north-east end of Little Stave Island, and is a white square tower 44 feet high; the lantern is of iron, and contains three No 1 flat-wick lamps with three 15-inch reflectors, and is a fixed white light, catoptric; size of glass, 14 x 16 inches. Lantern is 6 feet 6 inches diameter.

The light is well kept.

The pier on which this lighthouse stands requires three courses of timber from water's edge up, and new cover of 3-inch pine, also 100 cords of stone, at an estimated cost of about \$700. Winter would be the proper time to perform this work.

Jack Straw Beacon, in connection with the light, requires to be rebuilt. Two mooring hooks are required; windows in dwelling to be refitted.

Extreme length of pier 38 x 44 feet, with wing 26 x 20 feet.

SPECTACLE SHOAL AND RED HORSE ROCK.

Mr. John Buck is the Keeper, whose family numbers four.

The lighthouse stands on a pier, on the north-side of the channel, and is a white square tower 28 feet high, with an iron lantern 3 feet 6 inches diameter, and contains two No 1 flat-wick lamps, catoptric order, with no reflectors, and show a fixed white light; size of glass 12 x 14 inches.

The flooring of pier requires repairing. The lantern to be changed to one of larger size.

Red Horse Rock, the same as above, and both are well kept.

BURNT ISLAND.

Visited and supplied this Station on 7th July. It is a white square wooden tower, 26 feet high, and stands on the S.E. part of the Island; has an iron lantern, 3 feet 4 inches in diameter; containing two No. 1 flat-wick lamps, with two 14-inch reflectors, and is a fixed white catoptric light; can be seen six miles; size of glass, 14 x 13 inches.

Cistern requires to be repaired and plastered; the tower requires painting. The dwelling-house requires ceiling with wood and painting.

The Keeper of this Station is Mr. Joseph Marvin, 79 years of age, whose family consist of seven.

We found the light well kept, and in good order.

WOLFE ISLAND.

The lighthouse is placed on Quebec Point, and is a square white building, containing a fixed catoptric light, 36 feet high. The light consists of three No. 1 flat wick lamps, with three 15-inch reflectors. The lantern is of iron, six feet in diameter; size of glass, 15 x 12 inches. Mr. Robert Gillespie, the Keeper, has four children, and he keeps his light in good order. The lighthouse requires painting. Eight new window sashes are required for the dwelling, of 20 lights each; size of glass, 7 x 9 inches. The Keeper was ordered to procure the same.

BROWN'S POINT.

Mr. Patrick McAvoy, the Keeper, has a family of eleven children.

Is a white square wooden tower, 20 feet high, and shows a fixed white catoptric light, having three mammoth flat-wick lamps, with two 18-inch reflectors and one 14-inch reflector; size of glass, 36 x 30½-inch. This light is very well kept indeed. New glass is required for two sides of lantern. Mr. McAvoy was instructed to convert oil shed into a sleeping room, and to procure material with which to line the building.

SNAKE ISLAND.

Arrived here on the 9th July.

This is a square stone tower with dwelling-house attached, and painted white, 35 feet high, and has six No. 1 flat-wick lamps, with three 18 and three 15 inch reflectors, and shows a red light; the ruby glass is 14 x 16 inches. The lantern is iron, 6 feet

4 inches in diameter, and everything was found in good order. This light can be seen 12 miles in clear weather. Mr. Nathaniel Orr is the Keeper, whose family consists of eight persons. The dwelling and tower requires painting, and some iron plates bolted on to the front of pier to prevent injury by ice.

NINE MILE POINT.

Arrived here on the 9th July.

This is a fixed white catoptric light in a circular stone tower, 40 feet high, and has seven mammoth flat-wick lamps with six 18-inch and one 14-inch reflectors. This light can be seen 20 miles.

Size of lantern, 7 feet 6 inches in diameter; size of glass, 10 x 14 inches. There is also a bell tower 14 feet 6 inches at the base, which has a bell weighing 996 lbs., which is of great service during foggy weather.

Albert Dunlop is the Keeper, who has a family of eight children.

This Station is very well kept. The bell tower requires to be painted. The fence around the property of the Government requires repairs, and Keeper was instructed to get an estimate of the cost to put up a board fence, and inform the Department.

The pier or breakwater requires extensive repairs, and a large portion has rotted away. The length of pier, 167 feet, and the floor is seven feet wide, the binders 16 feet long and four feet high.

The dwelling requires 24 feet of eaves troughs. The Keeper was instructed to get the work done to the dwelling.

A boat is also required for this Station.

PIGEON ISLAND.

Mr. Ambrose Davis is the Keeper, whose station was visited and supplied on the 9th, and everything found in very good order; it is a white wooden tower, having a white revolving light of the catoptric order, and revolves in a minute and ten seconds, and has two mammoth flat-wick lamps with 20-inch reflectors; the lantern is of iron, four feet diameter; the glass is 21 x 44 inches, and the light can be seen 20 miles.

The Keeper's family consists of nine.

The reflectors require to be resilvered; the store requires shingling, and the Inspector will provide shingles, nails, &c. The Keeper was required to do the work.

FALSE DUCKS ISLAND.

This is a white stone tower 62 feet high, containing fifteen No. 1 lamps, with five 16-inch, six 14-inch, and four 15-inch reflectors. The lantern is of iron, eight feet in diameter, with glass 12 x 14 inches; and this light can be seen 25 miles in clear weather. Mr. Fred Swetman is the Keeper, who has a family of six children. This light is very well kept; some of the lamps require to be repaired, and new panes of glass for the lantern; the rail outside of the lantern requires repairs; double sashes of 20 lights for the dwelling are required; size of glass, $7\frac{1}{2}$ x $8\frac{1}{2}$ inches; they are to be sent to Picton.

POINT PLEASANT

Is a white octagonal tower 52 feet high, and burns nine No. 1 flat-wick lamps, with 16-inch reflectors, and is a fixed catoptric light. The lantern is of iron, 5 feet 6 inches in diameter; size of glass, 28 x $21\frac{1}{2}$ inches; six of the panes of the lantern are 13 x 14 inches; it stands on a pier 30 feet 5 inches square, five feet high, and the pier requires to be examined. Mr. Tomlinson has been instructed to examine this pier.

Mr. John Prinyer is Keeper, has a family of five, and he keeps his light in very good order.

POINT PETER, LONG POINT,

Was supplied on the 11th July.

This is a white stone circular tower 60 feet high, and has a white revolving catoptric light every four minutes, and burns ten No. 1 flat-wick lamps, with seven 15-inch and three 14-inch reflectors; the lantern is of iron. This light can be seen 15 miles.

Mr. James Burlingham is Keeper, who has a family of five. This light is well kept. The pier requires replanking, lighthouse pointed and whitewashed, the deck of lighthouse to be repaired immediately, and lightning rod to be fixed. Dome of lighthouse leaks and requires repairs.

SALMON POINT.

Arrived at this Station on the 11th July, 6 a.m. This is a white wooden tower 30 feet high, with a wooden lantern containing five lamps, three mammoth flat-wick and two Silber burners, with three 18-inch and two 20-inch reflectors. This is a red catoptric light, and can be seen in clear weather.

Mr. Peter Huff is Keeper, with a family of six, and he keeps his light in very good order. Landed an iron lantern for this Station, which is to be placed at once.

SCOTCH BONNET.

Mr. Robert Pye, the Keeper, has a family of five; landed stores on 11th July. This is a white stone tower, containing a fixed white light of catoptric order, 54 feet high, having ten lamps, No 1 dual burners, with 16-inch reflectors. The lantern is of iron 6 feet 4 inches in diameter, size of glass, 14 x 18½ inches; and is fairly kept.

WELLER'S BAY RANGE LIGHTS.

Supplies were sent to this Station on the 9th July by boat from Presqu'Isle. The lights are both red.

Mr. Reuben Young is the Keeper, who has a family of six.

PRESQU'ISLE MAIN LIGHT.

This is a white octagonal tower of stone, 63 feet high, with an iron lantern, nine feet in diameter, containing ten No. 1 base-burner lamps, with six 15-inch and four 13-inch reflectors, and can be seen 20 miles. The size of the glass, 11 x 13 inches.

Mr. W. H. Sherwood is the Keeper, and he has two in family.

This light is very well kept.

The pier or breakwater is decayed and rotten, and the lighthouse should be protected either by new pier or by piling stone outside present pier. I would recommend stone.

PRESQU'ISLE RANGE LIGHT, SALT POINT NO. 1.

Is a white wooden tower with the corners painted brown, and stands on a pier, 42 feet square; it has one No. 1 base-burner lamp with 15-inch reflectors. The lantern is of iron, feet 6 inches in diameter, and it shows a fixed white light; it is kept in very good order by Mr. G. B. Simpson. Some plastering is required to be done to the lighthouse.

I would recommend stone to be put round the lighthouse 20 feet wide.

PRESQU'ISLE, RANGE NO. 2.

This tower is similar to No. 1 in all respects, and was supplied at the same time. Mr. G. B. Simpson is Keeper, and his family consists of six.

GULL ISLAND.

Arrived and supplied this Station on 11th July.

Mr. Robert Roddick is the Keeper, whose family consists of seven.

This is a white stone octagonal tower, 48 feet high; the lantern is of iron, 8 feet 4 inches in diameter, and contains twelve No. 1 and three mammoth flat-wick lamps with 15-inch reflectors; size of glass, 12 x 15 inches, and can be seen 16 miles.

This light is very well kept.

Glass required for lantern. Platform requires plastering to throw water from the lantern. Shed requires shingling. The pier requires two courses of timber, and to be filled with stone. Mr. Roddick, Keeper, was instructed to get repairs done immediately. A new chimney is required for the dwelling.

[FRENCHMAN'S BAY.

Arrived on the 12th July, and landed stores.

This is a white wooden octagonal tower, 73 feet high, having a wooden lantern, and has four No. 1 sun-burner lamps with three 10-inch reflectors; size of glass, 3 feet by 1 foot 11 inches, and should be seen eight miles. The lighthouse was very clean, and in good order. No repairs required.

Mr. James McClellan is Keeper, who has a family of four.

GIBRALTAR POINT,

Is a white hexagonal tower, 62 feet high, with an iron lantern, 8 feet 8 inches in diameter, containing 11 mammoth flat-wick lamps, and two 18-inch and nine 15-inch reflectors, and is a white fixed catoptric light, which can be seen 18 miles in clear weather.

There is a bell tower connected with this light station, and contains a bell weighing 996 lbs., worked by machinery. This bell is of great service to vessels.

The bell tower and lighthouse are well kept by Mr. George Durnan, the Keeper, who has a family of twelve children.

The lighthouse requires a new lantern, as the old one is rusted and decayed by long use, and the glass is too small, as the bars obstruct the light. The bell tower requires painting. The best time to have repairs done would be during the winter.

OAKVILLE.

Mr. Robert Chisholm, Keeper; number of family, five.

This is a white wooden octagonal tower, 36 feet high, shows a white fixed catoptric light; the lantern is of wood 5 feet 6 inches in diameter, contains four No 1 flat-wick lamps with 15-inch reflectors; size of glass, 12 x 15 inches.

The lighthouse is well kept.

Lantern leaks at the top and must be repaired. The Keeper was instructed to have repairs done.

BURLINGTON BAY

Mr. Thomas Campbell, Keeper.

Lighthouse is a white fixed catoptric light, and can be seen 14 miles in clear weather. The lantern is of iron feet in diameter, and contains six No 1 lamps on an iron stand, with five 21-inch and one 18-inch reflector; size of glass $12\frac{1}{2}$ x 18 inches.

This light is very well kept and is in good order.

New glass is required for the lantern.

PORT DALHOUSIE

Is a revolving white catoptric light every two minutes, and can be seen 20 miles in clear weather. The tower is 44 feet high, the lantern is of iron 10 feet in diameter, and has six circular Silber burners with six 18-inch reflectors; size of glass, 60 x 30 inches. The lighthouse is well kept by Mr. Wm. Woodhall the Keeper, who has a family of five.

No repairs are required at this Station.

PORT COLBORNE MAIN LIGHT.

Mr. David H. J. Fortier, Keeper, who has a family of seven.

This is a white wooden tower 68 feet from pier to platform, and of catoptric order; has an iron lantern 9 feet 6 inches in diameter, containing ten No 1 fountain lamps with one 20-inch, five 16-inch, four 14-inch reflectors, and can be seen 20 miles. The light is well kept by the Keeper, but is in a bad condition, and should be replaced by a new building; size of glass, 18 x 14½ inches; diameter of base of buildings, 18 feet 6 inches, a small bell is attached to this tower.

Dwelling and kitchen requires shingling. A well is much needed or a new cistern. The Keeper was directed to get an estimate of cost of digging well.

RANGE LIGHT, PORT COLBORNE,

Is a white wooden building, 26 feet high, showing a white fixed catoptric light, having one No 1 lamp with one 17-inch reflector; size of lantern 3 feet in diameter, and is of iron, and is as well kept as possible, being in a very bad condition; the diameter of the lighthouse at base, 9 feet 6 inches.

MOHAWK ISLAND

Is a white stone tower, 60 feet high, and is a white revolving light of the catoptric order, having nine No 1 and one circular lamp with ten 15-inch reflectors; the lantern is of iron 9 feet in diameter; glass, 14½ x 15¾. The revolving apparatus is in very good order, as is also the lighthouse.

Mr. R. H. Smithers is Keeper, whose family numbers five.

PORT MAITLAND.

Arrived and supplied this Station on the 16th July, at noon. This lighthouse is of trellis work, painted white, and has a white catoptric light with four mammoth flat-wick lamps with 18-inch reflectors; the lantern is of iron 7 feet 4 inches in diameter, with glass 36 x 36 inches, and is kept in very good order by Mr. Fergus Schofield, Keeper, whose family numbers three.

Repairs are required on the dwelling-house; the kitchen where joined to the house requires to be tinned or leaded, as it leaks badly. Keeper was ordered to have repairs completed immediately.

PORT DOVER

Is a white square wooden tower, 20 feet high, having an iron lantern 4 feet in diameter, with four No. 1 lamps with 14-inch reflectors; the tower is 13 feet square at the base; size of glass, 13 x 16 inches.

Mr. Henry Morgan, the Keeper, has seven in family.

The lighthouse is well kept; it requires painting and a new door, for lighthouse

The Keeper was ordered to get the work done.

LONG POINT, LAKE ERIE,

Is a white wooden octagonal tower, 60 feet high, with an iron lantern 8 feet in diameter, containing six mammoth flat-wick lamps with four 18-inch and two 16-inch reflectors, and can be seen 25 miles in clear weather; it is a revolving light of the catoptric order, and revolves every minute; size of glass, 12 x 14 inches. Mr. Henry Woodward is the Keeper, who has a family of nine. This light is very well kept indeed.

The lantern leaks from the top.

Four cords of stone required for the pier.

PORT BURWELL.

Arrived at 1 p.m. on the 17th July, and supplied this Station. It is a white wooden building, the top of which is painted red, and contains a white catoptric light, having three No. 1 flat-wick lamps, with 15-inch reflectors, and can be seen 15 miles.

The Keeper is Mr. Alexander Sutherland, with a family of sixteen.

This Station is very well kept indeed.

The tower requires painting; size of glass, 37 x 31 inches.

PORT STANLEY.

Mr. Charles Ead keeps this Station, and has a family of ten children.

Arrived on the 17th July, at 7.30 p.m.

This light is of trellis work, and painted white, with a lantern of iron 2 feet 6 inches by 3 feet 4-inches, and is hoisted to the top by a winch. The lantern contains four mammoth flat-wick lamps, and shows a fixed white light which can be seen eight miles; it has four 12-inch reflectors, and is kept in as good order as possible; size of glass, 26 x 15 inches.

The wharf on which the building stands belongs to the Great Western Railway Company, and is in a very rotten and decayed state. The lighthouse stands 90 feet from the end of the pier. A small lighthouse should be built on the end of the pier which is new, as the old lighthouse is too rotten to be moved. The new building should be about 40 feet high.

RONDEAU LIGHTHOUSE AND RANGE LIGHT.

Arrived on the 18th July.

This is a red and white revolving light every three minutes, and can be seen 20 miles. The building is of wood painted white, with a red top; the lantern is of iron, 10 feet in diameter, containing six circular lamps with 22-inch reflectors, and is very well kept. The revolving apparatus is in very good order, and works very well, it is 71 feet high; size of glass, 5 feet by 2 feet 6 inches.

RONDEAU RANGE LIGHT

Is a white fixed catoptric light, and the building of trellis work, with an iron lantern 4 feet diameter, burning one No. 1 circular lamp, on iron stand with a 17-inch reflector, and is kept in good order. The size of front glass, 30 x 30 inches.

The breakwater in front of dwelling-house requires 250 cords of stone to be put into it immediately to save the house from being undermined by the sea.

The pier on the east side, between old and new pier at the north end, requires to be removed and opened 6 feet wide to give an entrance to Keeper's boat, it being the only place where his boat can lie securely.

Mr. Thomas Harrison is Keeper, and has a family of four.

POINT PELEE REEF.

Arrived here on the 20th July, 8 a.m., having attempted to land on 19th, but found it impossible on account of the heavy sea running at the time.

This is a white wooden building sheathed with iron, standing on a caisson of wood. It is a white catoptric revolving light, revolving once every minute, having six mammoth flat-wick lamps with 20-inch reflectors, and can be seen 20 miles in clear weather. The lantern is of iron, 9 feet 6 inches in diameter, with glass $14\frac{1}{2} \times 17\frac{1}{2}$ inches, and is very well kept.

The Keeper is Mr. James Edwards, who has a family of five.

A new boat is required here 18 feet long, 5 feet beam, 2 feet 6 inches deep.

The caisson requires some new timbers to replace those that are rotten; it also requires some boiler plates to replace those torn off by the ice. I would recommend some competent man be sent to superintend the repairs, and have men in the district to do the work. The dwelling on shore requires shingling, and a new floor, with other necessary repairs.

POINT PELEE ISLAND

Is a white stone circular tower, 75 feet high to vane, with an iron lantern, 8 feet 6 inches in diameter, and burns twelve No. 1 fountain lamps with 15-inch reflectors, and is a fixed white catoptric light which can be seen 20 miles; size of glass, 12 x 14 inches.

The Keeper is Mr. James Cummins, who has no family.

The light is kept in good order.

The plaster is loose in the dwelling which requires to be coiled and papered; the porch and stoop having settled, requires to be raised and repaired. Keeper received instructions to have repairs done.

MIDDLE ISLAND.

Arrived at this lighthouse on the 19th July, 1.30 p.m., and landed supplies.

The tower is built of wood, painted white, with an iron lantern, 6 feet in diameter, containing four No. 1 flat-wick lamps with 16-inch reflectors, and shows a fixed red light of the catoptric order.

Mr. L. S. Brown is the Keeper, whose family consists of six.

This light is kept in good order.

The size of glass is 36 x 30 inches. Six new panes of glass are required, also the deck wants recovering. The lower story of lighthouse wants flooring, and three windows fitted, size of glass, 24 x 12 inches; it also requires to be furred out and lathed and plastered. Lighthouse leaks from cornice of tower.

The Keeper was instructed to have the lighthouse painted, and the necessary paint and oil were left for the purpose.

BAR POINT LIGHTSHIP

Was visited on the 20th July at 5 p.m., and was found in good order.

This vessel burns two dioptric lights, one red, and one white, and the vessel is painted red with her name painted white on her side.

Mr. Hugh Manson is the Keeper; he has no family.

The deck of the vessel requires tarring or varnishing to preserve it.

BOIS BLANC ISLAND AND RANGE LIGHTS.

Supplied this Station on the 20th, 10 p.m.

The main light, a white circular stone tower, 37 feet from platform to ground, with iron lantern feet in diameter, having six mammoth flat-wick lamps with three 18-inch and three 16-inch reflectors; size of glass, 12 x 14, and can be seen 15 miles. The range

lights are two in number, one red and one white, of the catoptric order; size of iron lantern is four feet in diameter, and they contain one mammoth flat-wick lamp each. They are painted white, and in one lead through the channel.

Mr. Andrew Hackett, the Keeper, has everything in first rate order.

The land and right of way in dispute have been examined, and I recommend that a surveyor be employed to make a plan and report to the Department.

RIVER THAMES AND RANGE LIGHT.

Mr. Thomas Cartier is the Keeper; has a family of eight children.

This is a white stone tower with the lantern painted red, which is of iron seven feet six inches in diameter; and contains five mammoth flat-wick lamps with three 16-inch and two 14-inch reflectors, and shows a fixed white catoptric light; and the Keeper keeps it in very good order; size of glass, 30 x 36 inches.

The range light is of trellis work, painted red, and is 30 feet above the water; the lantern is of iron and has one mammoth flat-wick lamp with 14-inch reflector, and is also kept in very good order.

This lantern requires a new ventulator, and the pier on which the lighthouse stands requires 24 piles to protect it; estimated cost, \$100. The kitchen of dwelling-house requires re-shingling. The Keeper was ordered to get material and do the work.

GODERICH LIGHTHOUSE AND RANGE LIGHTS.

Arrived here on 23rd July, at 7 a.m. This is a white square stone tower with dwelling-house attached, with an iron lantern eight feet in diameter and has ten No. 2 Silber burners with 15-inch reflectors, and can be seen 20 miles in clear weather, and is a fixed white catoptric light; size of glass, 20 x 18 inches, and is kept in very good order by the Keeper, Mr. Geo. N. McDonald, who has five in family.

There are also two range lights for leading vessels through the piers: the outer one is of trellis work, 27 feet high, and painted white; it has an iron lantern four feet in diameter, and has one No. 1 Silber burner lamp, and shows a red light; size of glass 36 x 36 inches, the size of the ruby glass, 18 x 16 inches; the base of the tower is 14 feet square.

The inner range light is also of trellis work, and stands on the inner end of the breakwater, and is 23 feet high, and has an iron lantern 30 inches in diameter, and has one No 1 mammoth flat-wick lamp, and shows a green light.

These lights are kept in good order.

An additional pier is recommended to protect the bank and prevent water getting behind the old pier and washing it out.

POINT CLARK LIGHTHOUSE.

Arrived off this Station on 23rd July, at 3.30 p.m., and supplied the lighthouse with the necessary stores.

This lighthouse is a white stone circular tower, 82 feet high, with an iron lantern, containing a dioptric globe of the second order, and burns one lamp with circular burner, and revolves every 30 seconds; this light can be seen 25 miles, and is a white light. Mr. John Young is the Keeper, who has a family of five children.

This light is kept in first, class order.

KENCARDINE LIGHTHOUSE AND RANGE.

Supplied this Station on 23rd July, at 6 p.m. It is a white wooden trellis work building, 30 feet high from the wharf to deck of lantern. The lantern is of wood and has five mammoth flat-wick lamps with 18-inch reflectors, and shows a fixed red catoptric light. The lantern is six feet four inches in diameter; size of glass, 30 x 36 inches; size of ruby glass, 19 x 19 inches.

The range light is a very slight building, the foundation of which is very rotten and the wharf on which it stands is in a very bad condition. The lantern used in this range light has to be carried by hand from the outer lighthouse, which I would recommend should be remedied and a new building put up.

The lights are well kept.

Mr. Wm. Kay, Keeper, has a family of nine.

CHANTRY ISLAND.

Mr. Duncan McGregor Lambert, Keeper, has a family of six.

It is a white stone tower, with iron lantern ten feet in diameter, having a dioptric globe, four feet seven inches in diameter, burning five No 1 lamps, showing a fixed white light, which can be seen 20 miles in clear weather. This light and all the premises are kept in very beautiful order.

The range light on the end of the breakwater is of trellis work, painted white, 12 feet square at the base, has an iron lantern 4 feet square, and has one flat mammoth flat-wick lamp with 17 inch reflector; and shows a red fixed light, and is in first class order.

The upper portion of this range light requires to be enclosed, to enable the Keeper in bad weather to stay in the lighthouse; also the lantern requires to be cut or changed, so that two panes of glass may be inserted, one to the south for the use of vessels entering the piers, and one to the east to show up the channel to the eastward.

The breakwater is at present without any protection for the Keeper in bad weather, and is most dangerous, as the sea rushes over it, making it almost impossible to pass along. I would recommend that iron posts with a chain should be placed the whole length of the pier, which is 2,260 feet long, the posts should be about 15 feet apart and to screw into the pier.

SOUTHAMPTON RANGE LIGHT

Is a white square tower, situated on the beach to range with the breakwater light. The lantern is of iron, four feet in diameter, and has one mammoth flat-wick lamp with 17-inch reflector, and is in very good order.

Mr. David Cascaden is the Keeper, with a family of six children.

ISLE OF COVES.

Arrived here and supplied this Station on the 24th July, at 6 p.m. It is a white circular stone tower, with an iron lantern 10 feet in diameter, containing a dioptric globe of the 2nd order, four feet in diameter, and burns one circular lamp, and is a revolving light.

This light is a very important one, and is kept in first class order by the Keeper, Mr. B. B. Miller, who has a family of eight children. The size of the glass is 32 x 32 inches. The apparatus is in very good order, and works satisfactorily.

Four hundred feet of 1½-inch flooring is required for the house. The tower wants pointing and whitewashing; the roof of lantern leaks.

GRIFFITH ISLAND.

Arrived at this Station at 3.30 p.m., on 25th July. This is a white stone circular tower, containing a globe of the dioptric order, and shows a white fixed light, which can be seen 20 miles. The lantern is of iron, eight feet in diameter, the dioptric globe is three feet three inches in diameter; size of glass, 32½ x 24 inches. The tower and dwelling requires pointing and painting.

Mr. Vesey C. Hill is Keeper, who has nine in family.

Everything in very good order.

PRESQU'ISLE, GEORGIAN BAY.

This lighthouse is a white wooden square tower, having a wooden lantern six feet in diameter, with glass 30 x 36 inches, and has three mammoth flat wick lamps with 16-inch reflectors; and the light can be seen eight miles.

Mr. John McKenzie is Keeper; he has ten in family.

An oil house is required here, 12 x 15 feet; will cost about \$40. At present the keeper has to use the base of the tower for the oil, which I consider very dangerous.

MEAFORD.

Delivered supplies here on 26th July, at 11.30 a.m. This Station consists of a small pole on the end of the pier, and a small tin lamp is hoisted up which has one mammoth flat-wick lamp, and one 8-inch reflector, and shows a fixed white light.

Mr. Daniel Dutcher is Keeper, with family of nine children.

A lantern was left here, and keeper instructed to have it fitted and hoisted at once.

NOTTAWASAGA LIGHTHOUSE.

Mr. George Collins is Keeper; family of three.

A white circular tower, having an iron lantern 10 feet 3 inches in diameter, containing a dioptric globe, 4 feet 3 inches in diameter, and revolving every half minute, can be seen 20 miles; the lamp is a circular burner; size of glass, 31 x 32 inches. This light is kept in very good order. There is a lifeboat attached to this Station, which is in good condition.

The lighthouse requires to be pointed and whitewashed.

A boat house is required 40 feet long 14 wide and 8 feet high, for the life boat, estimated cost, \$100. The cellar floor requires two coats of cement, the old to be removed; estimated cost \$29.75. Keeper instructed to have it done at once; the damage was caused by storm of December, 1876.

The boat house should be constructed as soon as possible for the protection of the life boat.

COLLINGWOOD LIGHTHOUSE

Is situated on the breakwater, and is of great service to navigation. It is a white wooden tower with a wooden lantern six feet in diameter, with glass 27 x 36 inches and has two Silber burners in a dioptric globe of the fourth order, and shows a red fixed light which can be seen six miles.

Mr. Robert Doherty is Keeper, who has a family of nine; he keeps the light in very good condition.

FOX ISLAND.

The necessary stores sent to this Station, *via* Collingwood, on the 26th July.

CHRISTIAN ISLAND.

This lighthouse was supplied on the 27th July. It is a white stone circular tower 61 feet high, and is a fixed white light of the dioptric order, second class. The lantern is of iron six feet in diameter; the dioptric globe is 24 inches in diameter and has one mammoth flat-wick lamp; the light can be seen 20 miles in clear weather.

Size of glass 30½ x 21½.

Mr. John H. Hoar is the Keeper, and has his light in very good condition.

Lighthouse requires pointing and whitewashing.

GIN ROCK.

Served this Station on 27th July, 6 p.m. This is a square wooden tower with dwelling-house attached, and is painted white; it is 26 feet high, with an iron lantern seven feet four inches in diameter, with glass 28 x 30 inches, having four mammoth flat wick lamps with 17-inch reflectors, and is a fixed white light, and can be seen eight miles.

Mr. Israel Mundy, the Keeper, has six in family. The lighthouse and dwelling are in very good condition, well kept, and needs no repairs.

PENETANGUISHENE

Is a white square wooden tower, having an iron lantern four feet in diameter, with glass $21\frac{1}{2} \times 21\frac{1}{2}$ inches, and has one mammoth flat-wick lamp and 16-inch reflector, and showing a fixed white light of the catoptric order, which can be seen six miles.

The Keeper, Mr. P. Kilrairie, has a family of four children.

The lighthouse is well kept and in good order, needs no repairs.

PARRY SOUND.

Arrived here on the 28th July, 1877. This is a white wooden building, with dwelling-house attached and shows a fixed light of the catoptric order, with an iron lantern four feet six inches diameter; the size of glass is $42 \times 21\frac{1}{2}$ inches, containing four mammoth flat-wick lamps with 15-inch reflectors, and is kept in very good condition by Mr. Wm. McGowan the Keeper, who has a family of five.

This building requires painting.

BYNG INLET.

This lighthouse is a trellis work building, standing on a rock at the entrance to the Inlet, and is of the catoptric order, with an iron lantern $4\frac{1}{2}$ feet diameter, with four base-burners lamps and 16-inch reflectors; size of glass, 13×21 inches, and can be seen ten miles. Mr. Joseph Lamondet is the Keeper, who keeps it in very good order.

I would recommend that the lighthouse be partly enclosed and a room fitted up for the Keeper, as he has great difficulty in getting to and from the lighthouse in bad weather.

MICHAEL'S BAY.

Is a white square wooden tower, with an iron lantern, 4 foot six inches in diameter, having a fixed white catoptric light, and burning one mammoth flat-wick lamp with a concave reflector, 33 inches in diameter; size of glass, $21 \times 17\frac{1}{2}$ inches, and $21 \times 13\frac{1}{2}$ inches.

Mr. John W. Chisholm is the Keeper, who has a family of six.

This light is in very good order.

FRENCH RIVER RANGE LIGHTS.

These lights are four in number; the two outer ones are placed on one of the Bustard Rocks, and when in range lead to the mouth of French River, the inner range leads up the river towards the wharf. The outer or main lights are of trellis work, and one painted white and the other red. The lantern is of wood, burns four mammoth flat-wick lamps with three 16-inch reflectors, and can be seen 12 miles. The inner range lights burn each one sun-burner lamp with 16-inch reflectors.

Mr. Edward Borron the Keeper, employs an assistant to tend the outer lights.

Lights kept in good order.

LONELY ISLAND.

This is a white wooden tower, with dwelling attached; has an iron lantern, 4 feet 6 inches in diameter, contains five mammoth flat-wick lamps with 16-inch reflectors; size of glass, 44 x 21 inches; can be seen 15 miles.

Mr. Dominic Solomon is Keeper, he has no family.

The lighthouse requires painting; new glass required for the lantern.

The place is kept in good order.

KILLARNEY LIGHTHOUSES

Are two in number, and were visited and supplied on the 29th July at 9 p.m.

The lighthouse is a white building, with dwelling-house attached, with an iron lantern four feet six inches in diameter, and has two No. 1 lamps with 16-inch reflectors, and can be seen 15 miles.

The western light is similar to the eastern one; size of glass, 21 x 17 inches and 21 x 13 inches.

The dwelling requires plastering, and kitchen rebuilt, and Alexander Proulx was directed to get the work done. Cost of kitchen, about \$40.

Mr. Philimon Proulx is the Keeper, who has six children.

These Stations are well kept.

LITTLE CURRENT RANGE LIGHTS.

There are two range lights here both of the same construction, that is square towers; they are both kept by Mr. Donald McKenzie, whose family numbers six children. The lanterns are of iron, four feet in diameter, with glass 20 x 17 inches, and burn two No. 1 lamps with 16-inch reflectors, and show a fixed white light which can be seen six miles.

This Station is well kept. The sills of inner lighthouse require to be replaced by new ones, as the old ones are rotten.

CLAPPERTON ISLAND.

Visited this Station on the 29th July at 4 p.m.

It is a white wooden building with lantern four feet square, has three No. 1 lamps with 15-inch reflectors, and can be seen 15 miles.

Mr. B. B. Baker is Keeper, and has everything in very good order, he has nine in family.

The pier, damaged by the ice, will likely cost \$100 to repair. A new boat is required at this Station. Keeper ordered to procure boat and have repairs done. Cost of boat, \$70.

MANITOULIN LIGHTHOUSE.

Sunday, 29th, came to anchor, their being too much sea to land at this Station, at 5 a.m., 30th July proceeded and arrived at the lighthouse at 7.30 a.m.

This is a white square wooden building with dwelling-house attached, having an iron lantern six feet in diameter with glass 36 x 31 inches, and has four mammoth flat-wick lamps with one 20-inch and three 18-inch reflectors, and can be seen 20 miles in clear weather.

This light is very well kept by Mr. John Miller, who has a family of four children.

No repairs are required this season.

GREAT DUCK ISLAND.

Arrived off the lighthouse at noon of 30th July, and supplied the Station. This is a new lighthouse and lighted for the first time this season.

Mr. William Purvis, the Keeper, has every part in good order; he has a family of ten children; he has made some improvements, got the land cleared and cleaned round the lighthouse and cut down the trees on the north-west side. This is a square wooden white tower with dwelling attached, and is a revolving catoptric light red and white; the size of the lantern is ten feet, with glass $60 \times 30\frac{1}{2}$ inches, the ruby glass $22\frac{1}{2} \times 22\frac{1}{2}$ inches; it has six circular burners with 22-inch reflectors, and can be seen 20 miles.

A store house is required for the Keeper's provisions, cost \$40. Keeper ordered to do the work.

The lamps are circular-burners, and I would recommend them to be changed to mammoth flat-wick lamps, as I consider them dangerous. About fifty acres of land are required at this Station for lighthouse purposes. The Island is supposed to belong to the Provincial Government.

SULPHUR ISLAND.

Arrived here at 8 p.m., on the 30th July, and supplied the Station. Everything was in very good order. This is a white square wooden tower, and shows a white catoptric light which can be seen ten miles. The lantern is of iron four feet six inches in diameter, and has four mammoth flat-wick lamps with 16-inch reflectors; size of glass, 21×17 inches.

Mr. Wm. Shepherd is Keeper, who has a family of three.

The house requires to be painted and the tower whitewashed.

A store house is required here, which will cost about \$40. The Keeper was ordered to get the material and do the work.

This Station is very well kept.

THESSALON RIVER.

Supplied this Station at 11 p.m., of 30th July. This is a wooden square building, not painted, having two panes of glass, and has one mammoth flat-wick lamp with one 18-inch reflector; the reflector is in bad order. The place is kept in as good order as possible.

Mr. George Dodds is the Keeper, who receives no pay for his services, and has no family.

We left here two lamps and removed the old one.

I would recommend that the Keeper receives \$100 per year.

POINT AUX PINS.

Mr. W. G. Foott is the Keeper, who has a family of four children.

This is a white square tower 22 feet high, with a wooden lantern nine feet six inches in diameter with glass 31×36 inches, and has three No 1 flat-wick lamps with 16-inch reflectors, and is kept in very good order.

CORBAY POINT, BATCHEWANA BAY.

This is an octagonal tower with dwelling-house attached, painted white, with an iron lantern eight feet in diameter, with glass 28×36 inches; burns two circular and two No 1 lamps with two 20-inch and two 16-inch reflectors, and shows a white fixed catoptric light which can be seen twenty miles.

Mr. David Crawford is Keeper, whose family consists of five children.

This Station is very well kept indeed. This lighthouse stands on two broken lots which belong to the Provincial Government ; 52 acres are required for lighthouse purposes.

I would recommend the Keeper's salary be raised \$60 per annum.

MICHIPICOTEN ISLAND.

Arrived here on 1st August, at 6 a.m., and found everything in very good order. This is a wooden square tower with dwelling-house attached, and painted white, the lantern is of iron six feet in diameter, having three mammoth flat-wick lamps with 20 inch reflectors, and can be seen twelve miles; size of glass, 30 x 36 inches.

There is also a guide light and bell tower attached to this Station. The light-house is a white wooden building with wooden lantern, and has two mammoth flat-wick lamps, with 16-inch reflectors; size of glass, 31 x 36 inches. The bell tower is a white square building; the weight of the bell is 996 lbs., and the machinery is in good order.

Mr. Peter McIntyre is Keeper, who has four in family.

BATTLE ISLAND.

Arrived here at 10 p.m., 1st August, and anchored for the night; commenced landing supplies at 3.30 a.m., 2nd August. This is a white square wooden tower, 20 feet high, standing on a rock 65 feet above the water; it has an iron lantern eight feet in diameter, with glass 36 x 36 inches; contains four circular lamps with 18-inch reflectors, and shows a white revolving light which should be seen 18 miles in clear weather. This is a new Station, and the light is not yet going. The dwelling house is in very good order.

Mr. McKay, the Keeper, was not ready to proceed by the "Lake Erie," and the contractor, Mr. White, having completed the work, Mr. Dick was placed in charge of the Station until the Keeper arrived.

A boat house has also been built, 26 x 10 feet; it is a good substantial building, and is necessary for the safety of the Keeper's boat. I consider the work very well done and in a substantial manner. Lumber, paint oil, grindstone, paint, nails, taken off contractor's hands, amount to about \$65.

LAMB ISLAND.

Arrived at Lamb Island at 6.30 a.m., 3rd August, and found everything in very good order. Mr. John Michelson is the Keeper, and has eight children. He is an industrious man and has much improved the place.

This is a white square tower, with dwelling-house attached, and is 90 feet above the lake; the tower is 46 feet high from base to vane, and shows a white fixed catoptric light all round the compass, and should be seen 17 miles. The lantern is of iron seven feet diameter, and has four circular No 1 lamps with 18-inch reflectors; size of glass, 36 x 36 inches.

POINT PORPHYRY.

This lighthouse is kept by Mr. Donald Ross, and is in very good order, clean and well kept; he has a family of four children.

The tower is of wood, painted white, with an iron lantern six feet in diameter, with four circular lamps with 20-inch reflectors, and shows a white fixed light which can be seen 20 miles; size of glass, 30 x 36 inches.

Six new panes of glass are required for the lantern.

THUNDER CAPE.

This lighthouse is kept by Mr. Duncan McEachran, who was on leave at the time of my visit, and we found the lighthouse and dwelling in a very dirty condition. It is a square wooden tower, with dwelling-house attached, painted white; size of lantern seven feet six inches in diameter, and is built of iron; size of glass, 28 x 36 inches; contains two mammoth flat-wick lamps with 20-inch reflectors, and revolves every minute; the machinery works well.

The Keeper's family consists of nine children. Some plastering is required in the lower part of dwelling.

KAMINISTQUIA RANGE LIGHTS.

Arrived here on the 3rd August, at 8 p.m. Visited this Station on the morning of the 4th, and found everything in very good order. The dwelling attached to the tower is much too small, and I would recommend an addition for a store house, 15 feet six inches by 20 feet, as the Keeper has no room or cellar for that purpose.

The tower is of wood, painted white, with a lantern of galvanized iron, with one mammoth flat-wick lamp with 17-inch reflector; the lantern is four feet in diameter, and can be seen 5 miles.

The outer range light is a small square tower, with a ladder outside for keeper to reach the lantern, which is a small one; contains one mammoth flat-wick lamp, with 17-inch reflector; and when in one with the upper light lead through the buoys over the bar.

Daniel Morrison is the Keeper, who has nine in family.

I would recommend that 50 acres be secured for lighthouse purposes.

A raised plank walk is required from the dwelling to the bank of the river, as the land is overflowed in the spring and fall.

This Station is very well kept.

On our way from Battle Island to Lamb Island, we called at St. Ignace Lighthouse, and removed what stores remained at that Station, consisting of two lamps and the tank, containing some oil; found two of the window frames removed from the dwelling, door broken off the lantern of lighthouse, and every thing going to decay.

UPPER OTTAWA RIVER LIGHTHOUSES.

VICTORIA ISLAND.

Mr. Francis Levan is Keeper, who has a family of five children.

This is a white square tower, 22 feet from base to vane; it has a wooden lantern 6 feet in diameter; size of glass, 30-inch by 30-inches, and contains two base-burners lamps, on cast iron stands, with 16-inch reflectors; the light can be seen 6 miles.

This lighthouse is very well kept.

The fence recommended to be placed round the lighthouse, in my report of last year, has been completed.

No repairs are required at this Station.

CAMPBELL'S ISLAND.

Keeper, Mr. Alexander Wilson; he has seven in family.

This is a fixed white catoptric light; the tower is a square wooden building, 22 feet from base to vane, and 14 feet at the base. The lantern is of wood 6 feet in diameter, with 30-inch glass. The lamps, burners and reflectors are the same as at Victoria Island, and is kept in very bad order.

A new door is required for the lantern. I found the Keeper absent from his duties, and I was informed that the lights are not regularly lit. I sent to him to Bristol Corners to go with me to the lighthouse, but he was absent. His son came over the river and went with me. On arriving there I found that there was only about three gallons of oil on hand; the barrel of oil left there last season has either leaked out or the oil has been stolen, as the Keeper's son informed me the lighthouse had been broken open.

A new boat is required for this Station. I would recommend that the keeper be allowed \$10 per year, and supply his own boat.

DEEP RIVER.

This building is the same in all respects as the two previous ones.

The lantern is of wood, 6 feet in diameter, and has three base burner lamps, on iron stands, with two 16-inch reflectors; the glass is 30 x 30 inches.

This lighthouse is well kept and is in good order.

Mr. Owen Smith the Keeper, has a family of five children.

I have also to report that the lighthouses on the Lower Ottawa River have been supplied with stores from Montreal before the supply steamer left. I will give a detailed report as to their condition, and of any repairs that may be found necessary.

GREEN SHOAL.

Lat. 45° 29' 30" N; Long. 25° 31' 20" W.

Lighthouse, square wooden building on pier; three base-burner lamps; two 16-inch reflectors; light can be seen a distance of nine miles in clear weather; lantern of iron, 3½ feet. Oil on hand, thirty-two gallons; delivered forty-eight gallons. Keeper's name, Alfred Leberge. Size of glass 14 x 16 inches; number of family, nine. Lighthouse is well kept, and requires painting; pier also requires repairing. I would recommend Mr. Tomlinson to examine it as soon as convenient, as this is the best season of the year to purchase material.

WAY SHOAL.

Lat. 45° 25' 0" N; Long. 75° 37' 0" W.

Square wooden building, painted brown; lantern of wood 5½ feet, stands on pier; two base-burner lamps, cast iron stands; two 16-inch reflectors; glass, 30 x 30 inches. Oil on hand, eleven gallons; delivered, forty-five gallons. Keeper's name, Antoine Mongeon; number of family, eleven. Building requires painting inside.

MCTAVISH POINT.

Lat. 45° 50' 0" N; Long. 74° 52' 30" W.

Oil on hand, six gallons, delivered, forty-five gallons. Lighthouse, square wooden building, painted brown. Square wooden lantern, 6 feet; glass, 30 x 30 inches; two mammoth flat-wick lamps, cast iron stands; two 15 inch reflectors. Number in family, six. Keeper's name, Joseph Geegan.

L'ORIGNAL.

Lat. 45° 42' 0" N; Long. 74° 46' 15" W.

Two mammoth flat-wick burner lamps; two 15-inch reflectors; 6 ft. lantern, of wood; glass, 30 x 30 inches. Oil on hand, thirty gallons; delivered, forty-five gallons; family, seven. Lights can be seen six miles in clear weather. Keeper's name, Robert Campbell. Lighthouse requires painting and other slight repairs. Keeper ordered to have it done. Building sixteen feet square, trellis work.

STE. PLACIDE RANGE LIGHTS.

Lat. 45° 20' 0" N; Long. 74° 10' 0" W.

Square wooden buildings, with wooden lanterns, 7 ft. each; contain one mammoth burner lamp; cast iron stands; 18-inch reflectors. Lights can, in clear weather, be seen five miles. Oil on hand, twenty gallons; delivered, forty-five gallons. Number in family, nine. Size of glass, 30 x 30 inches; well kept, and in good order. Keeper's name, Charles Gauthier.

POINT AUX ANGLAIS.

Lat. 45° 13' 0" N; Long. 74° 15' 0" W.

Three mammoth flat-wick burner lamps; cast-iron stands; three 17-inch reflectors. Oil on hand, eight gallons; delivered, forty-five gallons; glass, 30 x 36 inches; lighthouse, square wooden building, dwelling attached, 18 ft. square, 22 ft. high from pier to light. Repairs required at that Station. Keeper ordered to have them done immediately, viz: two glasses to be put in lantern; lamp stand to be widened; piece of timber to be put in bow of pier; three plates of boiler iron to be spiked on pier light, and dwelling-houses to be painted; also six toise of stone to be placed at bow of pier for protection, as the apron timbers on the slide are above water.

POINT A CADIEUX.

Lat. 45° 26' 25" N; Long. 75° 0' 50" W.

Oil on hand, five gallons; delivered two barrels. Fixed light; can be seen seven miles in clear weather. White catoptric light. Lighthouse is a square wooden building; dwelling attached. Iron lantern, 5½ feet; glass, 30 x 36 inches; contains three mammoth flat-wick lamps, cast-iron stands; three reflectors, two 18 and one 17 inch. Keeper's name, Felix Valois; number of family, one. Well kept. Will require painting and slight repairing next season.

ST. ANN'S RANGE LIGHTS.

Lat. 45° 19' 0" N; Long. 74° 2' 0" W.

Two square wooden buildings painted brown; size of lantern, 6 feet, made of wood; glass, 30 x 30 inches. Number of family, nine. Height of light, 21 feet. Two mammoth flat-wick lamps, cast-iron stands; two 18-inch reflectors. Well kept and in good order. Keeper's name, A. Deschamps.

CARON'S POINT.

Lat. 45° 20' 0" N; Long. 74° 5' 0" W.

Oil on hand, five gallons; delivered forty-five gallons. Number of family, nine. This light similar to previous one. Keeper's name, A. Caron.

I have the honour to be, Sir,
Your most obedient servant,

DARIUS SMITH,
Superintendent of Lights above Montreal.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine.

STATEMENT of Expenditure on account of Construction of Lights above Montreal, for the Fiscal Year ended 30th June, 1877.

		\$ cts.	\$ cts.
<i>Duck Island Light.</i>			
R. T. Sutton	Contract for building	2,475 00	
do	Allowance in full for extras.....	617 35	
E. Chanteloup.....	Balance of amount for lantern and lighting apparatus.....	1,074 46	
do	Glass	200 50	4,367 31
<i>Goderich Range Lights (2).</i>			
Allan & Dixon.....	Advertising for tenders.....	2 50	
E. Chanteloup.....	Balance of amount for lanterns, reflectors, wicks, burners, &c.....	296 93	
G. N. McDonald.....	Freight of the above.....	10 49	
Henry Marlton.....	Contract for building.....	444 00	753 92
<i>Kaministiquia Lights (2).</i>			
Oñver Davidson & Co....	Contract for building.....	996 00	
do	Allowance for extras.....	15 00	
E. Chanteloup.....	Balance of amount for lantern and lighting apparatus.....	87 88	1,098 88
Carried forward			6,220 11

**STATEMENT of Expenditure on account of Construction of Lights above
Montreal, etc.—Concluded.**

		\$ cts.	\$ cts.
Brought forward.....			6,220 11
<i>Lamb and Battle Island.</i>			
Jos. White.....	Paid S. C. Kandy & Co., on account of supplies.....	123 16	
do	Paid Melville, Fair & Co. do	305 17	
do	On account of contract and extras.....	2,689 45	
J. Wilson	Fares of men from Sault St. Marie.....	48 50	
A. J. Aurere.....	Freight on lantern.....	40 00	
			3,206 28
<i>Penetanguishene Beacon Tower.</i>			
R. Whiteacre.....	Contract for building.....	250 00	
E. Chanteloup.....	Balance for lantern, glass, &c.....	115 88	
			365 88
<i>Thunder Cape Light.</i>			
M. Hagan.....	Advertising in Thunder Bay Sentinel		3 36
<i>Rondeau Lights (2).</i>			
R. T. Sutton	Balance of contract.....	2,700 00	
do	Extras	283 00	
E. Chanteloup.....	Balance of account for lantern, &c	1,156 80	
do	Glass, &c	214 25	
do	Balance for lantern for Range Light.....	119 00	
do	Glass, &c. do	47 25	
T. Harrison.....	Freight of lantern and apparatus.....	65 60	
Canada Southern Rail- way Co.....	Carriage of glass, &c	16 95	
W. H. Mallory.....	Hardware and lumber and inspecting lantern.....	350 25	
			4,953 10
<i>Southampton Harbour Lights (2).</i>			
Robert Reed.....	Contract for building	649 00	
E. Chanteloup.....	Lanterns and apparatus.....	370 11	
do	Glass, &c.....	31 00	
D. Cascaden.....	Freight, &c. on glass	12 65	
			1,062 76
<i>Weller's Bay Range Lights (2).</i>			
E. Chanteloup	Balance for two lanterns, &c.....		152 50
<i>General Account.</i>			
J. Tomlinson	Travelling expenses	151 40	
J. Tomlinson, jun.	Twenty days' pay as Extra Clerk and Draughtsman	20 00	
Collingwood <i>Bulletin</i>	Advertising.....	2 40	
<i>Le Gazette de Sorel</i>	do	3 78	
<i>Montreal Herald</i>	do	5 95	
E. Chanteloup.....	Freight of lantern to Sarnia.....	15 66	
J. Dougall & Son.....	Advertising.....	13 80	
M. Graburn	Travelling expenses, &c., inspecting Lamb and Battle Island	100 00	
			312 99
Total.....			16,276 98

WM. SMITH,

Deputy Minister of Marine and Fisheries

JOHN TILTON, *Accountant.*

STATEMENT of Expenditure on account of Maintenance of Lights above
Montreal, for the Fiscal Year ended 30th June, 1877.

			\$	cts.	\$	cts.
Smith, Darius	12	months' salary as Superintendent of Lights	1,176	00		
Baker, B. B.	12	do Keeper, Clapperton Island.	345	62		
Barron, Edward, jun.	12	do do French River	493	75		
Bentley, L.	9 $\frac{3}{4}$	do Actg. do Scotch Bonnet	350	09		
Brown, L. S.	12	do do Middle Island	100	00		
Buck, John	12	do do Spectacle Shoal	553	00		
Burlingham, James	12	do do Point Peter	395	00		
Cook, Cornelius	12	do do Gananoque Narrows	395	00		
Charlebois, Edward	12	do do Point aux Anglais	197	50		
Cummins, James	12	do do Pelee Island	429	69		
Cartier, Thomas	12	do do River Thames	429	69		
Caron, A.	12	do Actg. do Caron's Point	100	00		
Collins, George	12	do do Nottawasaga	588	00		
Campbell, R. G.	12	do do L'Original	100	00		
Crawford, D.	12	do do Batchewana Bay	345	63		
Chisholm, R. K.	12	do do Oakville Pier	197	50		
Campbell, Thos.	12	do do Burlington Bay	296	25		
Caza, Damase	12	do do McKillop's Point, Port Lewis.	100	00		
Cascaden, David	1 $\frac{1}{2}$	do do Southampton Lights	15	35		
Durnan, George	12	do do Gibraltar Point	529	69		
Deschamps, A.	12	do Actg. do St. Ann's	100	00		
Darke, J. C.	12	do do Muskoka, or Fox Isl'd	246	88		
Davis, Ambrose	12	do Actg. do Pigeon Island	300	00		
Dunlop, Albert	12	do do Nine Mile Point	325	47		
Doherty, Robert	2	do do Collingwood	32	92		
Edwards, James	12	do do Point Pelee Reef	493	75		
Elliott, Richard	12	do do Cole Island	246	88		
Ead, Charles	12	do do Port Stanley	250	70		
Fortier, D. H. A.	12	do do Port Colborne	395	00		
Foote, W. G.	12	do do Point aux Pins	148	13		
Gillespie, Robert	12	do do Wolf Island	246	88		
Gauthier, Charles	12	do do Ste. Placide	100	00		
Geegan, Joseph	12	do do McTavish Point	100	00		
Glode, Benjamin	12	do do Point Claire Light- ship No. 2.	296	25		
Hackett, Andrew	12	do do Bois Blanc	754	56		
Harrison, Thomas	10	do do Rondeau Harbour	329	17		
Hill, P. C.	12	do do Griffith Island	429	69		
Hill, Thomas	12	do do Lancaster Pier	428	94		
Hoar, John	12	do do Christian Island	429	69		
Huff, Peter	12	do do Salmon Point	296	25		
Hamilton, John	12	do do Hamilton's Island	120	00		
Johnson, E. S.	12	do do Cherry Island	441	69		
Johnson, G. H.	12	do do Lancaster Bar	296	88		
Kay, William	12	do do Kincardine	158	00		
Kean, Bernard	12	do do Windmill Point	148	13		
Kilraine, Peter	9	do do Penetanguishene	111	10		
LeClerc, Moise	12	do do Point Claire Light- ship No. 2.	296	25		
Lambert, D. McG.	12	do do Chantry Island	429	69		
Lambert, R. A.	12	do Assist. do do	172	81		
Laberge, Alfred	12	do do do Green Shoal	247	00		
Levan, Francis	12	do do do Victoria Island	100	00		
Lyon, R. A. & Co.	9	do Actg. do do Michael's Point	187	50		
Madore, Olivier	12	do do do St. Louis Lightship, No. 2.	296	25		
Meloche, Joseph	12	do do Beauharnois Light	222	19		
Morgan, Henry	12	do do do Port Dover	256	75		
McAvoy, Patrick	12	do do do Knapp's Point	100	00		
Mason, John	12	do do do Telegraph Island	197	50		
Manson, Hugh	12	do do do Bar Point Lightship	496	25		
Mangeon, Antoine	12	do do do Wade Shoal	100	00		
Munday, Israel	12	do do do Gin Rock	296	25		
Miller, John	12	do do do Manitoulin Island	395	00		
Miller, B. B.	12	do do do Isle of Coves	720	30		
Carried forward			18,948	46		

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

		\$ cts.	\$ cts.
Brought forward.....		18,948 46	
McIntyre, Peter.....	12 months' salary as Keeper, Michipicoten Island..	629 57	
McKenzie, D.....	12 do do Little Current.....	345 63	
McDonald, Alex.....	12 do do McKie's Point.....	172 81	
McEachen, D.....	12 do do Thunder Cape.....	493 75	
Mervin, Joseph.....	12 do do Burnt Island.....	246 88	
McGown, W.....	12 do do Parry Sound.....	296 25	
Murphy, Matthew.....	12 do do Duchêne Rapids.....	100 00	
McDonald G. N.....	12 do do Goderich.....	395 00	
McKenzie, John.....	12 do do Owen Sound.....	100 00	
Morrison, Danl.....	12 do do Fort William Range..	148 13	
McLachlan, K.....	12 do do Stonehouse Point.....	197 50	
Michaelson, John.....	8½ do do Lamb Island.....	208 85	
McLelan, Jas., jun.....	2 do do Frenchman's Bay.....	16 67	
Norton, John.....	12 do do Lachine Pier Light- ship.....	444 37	
Orr, Nathaniel.....	12 do do Snake Island.....	489 69	
Proulx, Philemon.....	12 do do Killarney.....	492 75	
Prinyer, John.....	12 do do Point Pleasant.....	296 25	
Prieur, E. B.....	12 do do Coteau Landing.....	140 00	
Purvis, Wm.....	1½ do do Great Duck Island.....	62 22	
Pye, Robert.....	2½ do do Scotch Bonnet.....	76 84	
Roddick, Robt.....	12 do do Gull Island.....	493 75	
Root, Albert.....	12 do do Grenadier Island.....	246 88	
Ross, Donald.....	12 do do Porphy Point.....	395 00	
Shannon, Wm.....	13 do do Grosse do.....	429 69	
do George.....	12 do Assist. do do.....	172 82	
Swetman, Frederick.....	12 do do False Ducks.....	429 69	
Schofield, Fergus.....	12 do do Port Maitland.....	345 63	
Sherwood, W. H.....	12 do do Maine Light.....	320 94	
Sutherland, Alex.....	12 do do Port Burwell.....	216 24	
Shepherd, Wm.....	12 do do Sulphur Island.....	321 25	
Simpson, G. B.....	12 do do Range Light Buoys.....	395 00	
Solomon, Domonic.....	12 do do Lonely Island.....	444 37	
Smithers, R. H.....	12 do do Mohawk do.....	405 00	
Smith, Owen.....	12 do do Deep River Island.....	100 00	
Valois, Felix.....	12 do do Point Acadieux.....	197 50	
Veaudry, Olivier.....	12 do do Lightship No. 3, St. Louis Lake.....	296 25	
Woodward, H. H.....	12 do do Long Point.....	429 69	
Woodall, Wm.....	12 do do Port Dalhousie.....	296 25	
Wallace, John.....	12 do do Lindoe Island.....	246 88	
Wilson, Alex.....	12 do do Campbell Island.....	148 13	
Young, John.....	12 do do Point Clark.....	429 69	
Young, Reuben.....	10½ do do Weller's Bay.....	132 69	
Receiver-General.....	Superannuation tax on salaries.....	365 71	
			31,561 67
Darius Smith.....	Pay-list for labour, &c.....	2,029 40	
do.....	Travelling expenses.....	648 61	
E. G. Laverdure.....	Oil cans, dripping pans, &c.....	194 50	
Booth & Sons.....	To pay for 25 fire extinguishers.....	750 00	
do.....	Imperial measures.....	19 50	
E. Chanteloup.....	Mammoth chimneys, lamps, wicks, stove pipes, iron buckets, reflectors, &c.....	4,285 28	
Jos. Tomlinson.....	Travelling expenses.....	240 30	
A. Ramsay & Son.....	Paints, oil, glass, &c.....	961 91	
Lymans, Clare & Co.....	Varnish, oil, chamois, brushes, &c.....	325 03	
O. Daudrand & Co.....	Cotton, linen, towels, &c.....	469 85	
A. Gunn & Co.....	Raw and boiled oil, turpentine, &c.....	350 49	
do.....	Rent of store for oil.....	85 33	
Morland, Watson & Co.....	Hardware, &c.....	346 50	
R. M. Horsey.....	Hardware, lime, boiler plates, glass, &c.....	234 79	
H. Cunningham.....	Skiffs and boats.....	195 00	
G. Moore.....	Repairs to Gibraltar Point Light.....	65 00	
Carried forward.....		11,201 49	31,561 67

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

		\$ cts.	\$ cts.
	Brought forward.....	11,201 49	31,561 67
Geo. Collins	Sail and repairs to boat, \$51.18 ; repairs to wharf, \$124.69	175 87	
do	Allowance for loss of provisions.....	30 00	
Stephen Haney.....	Shingles, hardware, &c	47 74	
Trinity House, London ..	To pay for lamps, reflectors, &c	1,649 05	
Custom House, Ottawa....	Duties on dioptric apparatus, glasses, &c.....	77 18	
G. N. Davis.....	Paid for oil cans, tin lamps, glasses, &c	86 80	
C. Burley & Co.....	Labour and repairs to Cove Island Light	113 75	
H. M. Cleland.....	Oil tanks, burners, marine clocks, &c.....	136 85	
Summerville & Chaffer....	Lumber, planking, frames, River Thames Light....	260 61	
J. & W. McKeough	Rope, blocks, paint, canvas, &c do	196 88	
Henry Baxter.....	Mason's work, lime, &c. do	180 30	
T. Cartier	Lumber, joiner's repairs do	25 95	
C. S. McNairn	thousand bricks	175 00	
F. A. Fitzgerald & Co ...	Oil for lights .. { 8,794½ Galls., at 24½ cts. \$2,154 53 8,348 " 25½ " 2,128 74 519 " 27½ " 142 72 }	4,425 99	
H. P. Murray & Co.....	4 nights' services of schooner, shewing temporary light at Port Dalhousie	100 00	
Globe Printing Co	Advertising for tenders, &c	20 20	
F. Valois	Paid for oil, hardware, &c., Point Acadieux.....	19 43	
J. C. Darke	Repairing and replacing buoys on shoal, Lake Simcoe.....	43 53	
D. Crawford.....	Clearing land, Batchewana Bay	80 00	
A. Hackett	Maintaining lightship, Colchester Reef, for the year 1876	700 00	
do	Making and placing buoys, Bar Point No. 2	287 58	
do	do do Amherstburg, \$87.62 ; Bois Blanc, \$22.50	110 12	
W. McBeath.....	Salary for April.....	60 04	
D. Reed	Stone, materials and labour for Goderich Breakwater.....	104 00	
Buchner & Bros	Timber and planking	63 30	
O. Davidson	Fencing, \$18.00 ; stove and burners, \$21.30.....	39 30	
G. N. Macdonald	Overlooking repairs, &c., Goderich Breakwater....	9 85	
Hy. Marlton	Lumber, shingles, roofing, &c., Goderich Light....	96 07	
John Leslie.....	Marine glass for Keeper, Gull Rock	12 00	
Oldrieve & Horn.....	Cotton duck, cork jackets, buoys, &c.	36 25	
G. Sluman	White lead, turpentine, &c., Brown's Point.....	5 41	
W. H. Smithers.....	Zinc, &c. Brown's Point.....	5 50	
R. Borrowman.....	Lamp and repairs, Bois Blanc.....	8 25	
H. R. Lambert.....	2 cords of wood, Chantry Island	6 00	
Fox & McKie	800 feet of fencing, do	9 60	
Neil McGillis.....	Repairs on light, Cherry Island	3 00	
A. Fenbrook.....	2 cords of wood, Port Dalhousie	10 00	
J. Richards.....	Iron, False Ducks	1 00	
Jas. Coope	12 lamp chimneys, False Ducks	1 20	
E. Hill	2 cords of wood, Griffith's Island	5 00	
Williams & Murray.....	Lumber, Goderich Light	20 70	
Ellis & Thompson.....	do repairing oil tank, Lindoe Island	20 00	
Louis Plouf	Cartage, Green Shoals.....	2 50	
C. A. Dunning.....	do and freight, Green Shoals.....	6 50	
James Clark.....	2 cords of wood, Grosse Point.....	8 00	
Steamer "W. Seymour" ..	Passage of Machinists to Isle of Coves.....	12 50	
G. Sturgeon	Chimneys, wicks, oil tank, &c., Kincardine Light..	21 15	
D. Solomon.....	Repairing cistern, &c., Lonely Island	21 00	
W. Cleland	Lamps, burners, &c., Michael's Bay	2 85	
P. Langlois	Oil, McGie's Point.....	0 80	
S. St. Denis	Lumber, Ottawa Lights	25 79	
P. Doulet	Boat hire.....	10 50	
J. McLeLan.....	Express hire, Parry Sound.....	1 45	
Strain & Brown.....	Burners, do	1 30	
Kemp, Bros	Rope, Presqu'Isle	2 42	
McKenzie & Black	Lumber, \$13.00 ; lamp and repairs, \$3.50.....	16 50	
	Carried forward	20,793 35	31,561 67

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

		\$	cts.	\$	cts.
		Brought forward		20,793	35
D. Fortier	Placing stone around light, Port Colborne.....	15	00		
C. F. Dunbar.....	Stone, Port Colborne.....	12	00		
A. Staley.....	Firewood, Piseon Island.....	20	00		
L. Bermingham.....	Repairs, St. Peter	3	00		
J. Edgecombe.....	Glass for lantern, Port Stanley.....	2	13		
C. Ead.....	3 cords of wood, do	9	75		
T. Duchesneau	Firewood, &c., Point Claire.....	13	88		
F. McKillop	Repairs, Port Louis.....	1	50		
J. Mooney.....	Passage and repairs, Point Pelee.....	13	00		
J. Cummins.....	Stone and shingles, do	140	95		
J. W. Chadsey.....	4 oars, &c., Scotch Bonnet.....	4	50		
S. Safford.....	Oil, do	3	00		
J. Richards.....	Paint, varnish, &c., do	4	73		
A. Garrett.....	Team hire, do	6	75		
T. Marks.....	Repairs to lamps, &c., Sulphur Island.....	12	22		
G. Dodds.....	Lumber.....	5	00		
J. Struthers.....	Window sashes	5	00		
R. A. Foster.....	Wall paper, Salmon Point.....	5	02		
H. Deryaw.....	Wood, Snake Island.....	9	00		
Clarke, Bros.....	Sponge, Thunder Bay.....	2	00		
N. Willard.....	Paint, oil, &c., Windmill Point.....	16	25		
W. J. Douglas.....	Lumber, &c., Burlington Bay.....	49	25		
J. E. Cuzner.....	Tin work, Burlington Bay.....	13	80		
C. Hendrickson	Repairing dock, Sulphur Island	20	00		
J. W. Driscoll.....	Canvas and nails, Kincardine Light	7	84		
J. Waldie.....	Hardware, Burlington Light	8	20		
J. Rusk.....	Pans, cups and oil cans	8	10		
G. B. Simpson.....	Placing lantern, Presqu'Isle.....	10	00		
W. N. Braund.....	5 lamps, Port Maitland.....	1	87		
Str. "City of Montreal."	Charter for delivery of supplies.....	2,384	50		
A. Laberge.....	Placing new buoy, Green Shoal.....	36	00		
B. Gillespie.....	Repairs to Wolfe, \$84.00 and Burnt Island Lights, \$22.00.....	106	00		
	Sundries for McTavish Point Light.....	10	64		
	To pay for looking after and repairing Rondeau Light.....	81	24		
F. P. Begg.....	Use of steam engine extinguishing fire, Port Dal- housie.....	50	00		
Burrow, Chatfield & Co.	Plumbing, glazing, &c.....	194	00		
Jno. Dougall & Son..	Advertising in <i>Montreal Witness</i>	22	20		
M. Murphy.....	Painting, oil, &c., Duchéne Lights	28	02		
E. Borron, jun.....	Boat, &c., French River	22	75		
B. B. Miller.....	Repairing boat, Isle of Coves.....	20	97		
W. P. Anderson.....	Travelling expenses, St. Ann and St. Placide.....	41	70		
G. Madore.....	Freight.....	5	50		
A. L. Smith.....	Travelling expenses, &c.....	18	25		
C. Rose.....	Trunk for papers	2	50		
A. Bridge.....	Postages and telegrams.....	23	49		
Henry Bell.....	Stove for Port Colborne	10	00		
B. Henry.....	Lumber, Little Current	10	00		
J. McLeod.....	Lock.....	0	60		
E. Mason.....	Boat, Telegraph Island	6	00		
J. A. Allen.....	Repairing tin butts, Gin Rock	3	50		
H. Demerse.....	Freight on boat, Grosse Point.....	5	00		
R. Campbell.....	do supplies, L'Original.....	2	25		
E. Monarque.....	Placing six buoys, Lake St. Louis.....	75	00		
G. Johnston.....	Iron, stone, drilling and placing eight buoys, Lake St. Francis	235	00		
J. McLean.....	Buoy irons.....	13	70		
C. Deschamps.....	Cedar for buoys	13	20		
F. Chapman.....	Iron do	18	90		
D. McNaughten.....	Lumber do	8	50		
E. S. Johnson.....	Beacon for Crab Island	18	00		
E. St. Jean.....	6 anchor stones.....	18	00		
Carried forward.....		24,702	50	31,561	67

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

		\$ cts.	\$ cts.
	Brought forward.....	24,702 50	31,561 67
D. Caza.....	Making road to St Louis Light	150 00	
Hugh Manson	Burners, chimneys, &c., Bar Point.....	133 24	
do	Putting Bar Point lightship into winter quarters ...	60 40	
do	Replacing, &c., do	53 41	
Jas. Lourie.....	Cutting and drilling holes in iron plate, Duck Island	4 00	
P. Doherty.....	Boat for Nottawasaga Light.....	35 00	
<i>Le National</i>	Advertising.....	6 10	
R. A. Lyon & Co.....	Taking charge of Manitoulin Island Light, from 20th May, 1874, to 30th September, 1876.....	589 90	
D. Williams & Co.....	Surveying land, Knapp's Point	16 25	
J. D. Beaudoin.....	Hauling and blocking lightship on Lachine Canal ..	80 00	
J. B. Turner.....	10 lbs. red lead, Gananoque Light	1 20	
Jos. L'Etang.....	Bolts and spikes, Point Claire.....	9 06	
F. Lavergne.....	Erecting fence round light, Point Claire.....	36 00	
J. J. Sloane.....	Door, hinges and painting Campbell Island Light..	16 00	
Str. "Pierrepoint".....	Freight of buoys and beacons.....	2 75	
W. Hunt.....	Setting buoys	5 50	
T. McCormick	5 days painting, Windmill Point.....	8 75	
P. Huff.....	Materials and building gate, Salmon Point.....	25 00	
T. F. Allen.....	Freight of lumber, Pigeon Island.....	20 00	
J. Cockburn.....	Oars and row locks, Deep River.....	3 50	
J. Beson.....	Painting do	3 00	
Dunlop & Chapman.....	Glass do	1 10	
W. McRossie.....	Lumber for Snake and Pigeon Islands	126 11	
D. A. McCall & Co.....	Lumber, hardware and glass, Long Point Light ...	253 70	
A. A. Wilson.....	Lumber, Point Claire.....	68 16	
T. Nobbs.....	Endeavours to save Port Dalhousie Light from fire.	4 00	
John Young	do do do do	4 00	
Jos. Wilson.....	6 new buoys, \$194.84; buoys and placing at Sault Ste. Marie, \$725.25	920 09	
G. Durnan.....	Repairs at Gibraltar Point	120 35	
Hugh Wilson	Boat, &c., for Lamb Island.....	80 00	
B. Campeau	Purchase of land, Point Acadieux	200 00	
John Simons.....	Piping, hardware, &c., Bar Point Lightship.....	8 63	
L. Connor	To pay for land taken at Point Pleasant	750 00	
D. Cascadan	Labour, \$28.25; Paid freight on apparatus, South- ampton Range, \$19.14	47 39	
J. Sullivan.....	Surveying land at Port Lewis.....	28 00	
F. McRae.....	Purchase of do do	50 00	
D. Morrison.....	To pay for sidewalk, Range Lights, Fort William..	225 00	
Maganetawan Lumber Co	Boat for Byng Inlet.....	50 00	
do do	Paid Jos. Lamonde for keeping light and buoys, at Byng Inlet, for 1876.....	250 00	
Wm. Brophy	Amount of award for land, Knapp's Point	400 00	
W. M. McCrossie	Lumber and shingles.....	65 16	
Dawes & Co.....	Cedar for Lachine Lightship.....	7 60	
T. Chapman.....	Iron work for buoys	45 60	
E. Loseau.....	Putting three lightships in winter quarters	60 00	
LeCroc & Co.....	Lumber.....	2 50	
John McCall.....	Freight on lumber, Brown's Point.....	6 00	
W. H. Smithers.....	Stove and piping, Mohawk Island	10 66	
W. H. Sherwood.....	Lumber, shingles, &c., Presqu'Isle	14 00	
C. J. Lane.....	Repairing lamps, Sulphur Island	4 50	
J. McKenzie.....	Painting light, Presqu'Isle.....	10 50	
J. H. Beatty	Freight of supplies.....	19 44	
R. Roddick	Coals furnished Gull Island Light.....	21 00	
L. Hudgins.....	Digging cellar, Salmon Point Light.....	25 90	
H. Woodward	Repairs to breakwater, Long Point.....	237 50	
R. T. Sutton.....	On account of breakwater, Rondeau	400 00	
St. Lawrence & Ottawa Railway Co.....	Freight on oil.....	4 56	
Essex Record.....	Advertising Long Point Light and tenders for "Prince Alfred".....	3 50	
R. J. McIntyre.....	Painting lighthouse and dwelling, Cole Shoal	27 00	
	Carried forward	30,513 51	31,561 67

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

		\$ cts.	\$ cts.
Brought forward.....		30,513 51	31,561 67
R. McNown.....	1 box of glass, McKie's Point.....	3 00	
A. Mangeon.....	3 toise stone, Way Shoals.....	21 00	
G. B. Leonard.....	Passage of freight.....	4 85	
Bank of Montreal.....	To pay Wm. Griffiths for land for light at Shaftesbury.....	60 00	
W. H. R. Allison.....	Legal expenses, <i>re</i> land, Point Pleasant.....	14 38	
Blyth & Kerr.....	Hardware.....	4 20	
McDougall & Co.....	do.....	11 45	
W. H. Mallory.....	Investigating into fire at Rondeau.....	10 00	
J. M. Hamilton.....	Legal expenses transfer of land at Shaftesbury.....	23 20	
Neelan & Julian.....	Services of steam engine at fire, Port Dalhousie.....	50 00	
G. B. Simpson.....	Increase of salary (\$50.00) from 19th May, to 31st December, 1876. Range Lights buoys.....	30 90	
D. A. Fraser.....	50½ cords of stone, at \$4.50, Lancaster Bar.....	227 25	
Hill & Faulkner.....	Cutting ice round pier, do.....	24 00	
D. McEachen.....	Lock, Thunder Cape.....	2 00	
P. McIntyre.....	Placing and taking in buoys, Michipicoten Island.....	20 00	
G. W. Robinsou.....	Lumber, labour, &c., Cherry Island.....	55 00	
L. Leclerc.....	30 toise of stone, Point Claire.....	270 00	
J. Kerr.....	Share of gas consumed lighting Kingston Clock, 1876.....	317 62	
Kingston City Treasurer	Share of Keeper's salary, Kingston Clock, 1876.....	100 00	
Israel Munday.....	Allowance for boat hire, Gin Rock.....	10 00	
H. S. A. Ormond.....	Inspecting fog horn at Sherbrooke.....	20 80	
S. Dutcher.....	Services as Keeper, Meaford Light, 14th July to 14th December, 1876.....	76 85	
M. Graburn.....	Travelling expenses, putting out Lachine Lightships.....	35 00	
G. Wrenshall.....	Stationery.....	7 95	
C. Benjamin.....	264 feet of cedar (7 cts.).....	18 48	
John Aird.....	Lumber, Port Dalhousie.....	2 55	
Welland Railway.....	Freight of lantern and glass.....	71 19	
J. E. Bell.....	Bolts, iron and repairs.....	22 25	
C. Phillamore.....	Lumber.....	14 11	
A. Muir & Co.....	Timber, iron, bolts, &c.....	36 37	
Johnson Gregory.....	Hardware.....	35 71	
R. Clark.....	68 cords of stone, Grosse Point.....	272 00	
H. A. Derner.....	Lumber, hardware, &c., Grosse Point.....	70 07	
T. Sullivan.....	do do Port Dalhousie Light.....	106 34	
W. Kay.....	Rope, &c., Kincardine Light.....	3 81	
R. Cameron.....	On account of re-building McKie's Point.....	729 50	
McArthur & Rayside..	Blacksmith's work, Port St. Louis Light.....	17 00	
Blondin & Parry.....	Hire of steamer to place buoys and lightships, Lake St. Louis.....	185 25	
H. Caron.....	Removing lightship to Caron's Point.....	50 00	
Kevill & Co.....	Dockage of Bar Point Lightship.....	25 00	
M. Leclerc.....	Repairing No. 2 Light, Point Claire.....	26 28	
W. Purvis.....	Boat, &c., for Duck Island.....	85 00	
D. McG. Lambert.....	Increase of salary from 5th May to 30th June, 1877, Chantry Island.....	11 50	
G. H. Johnson.....	6 months' increased allowance, from 1st January to 30th June, 1877, Lancaster Bar.....	12 50	
H. Leonard.....	Buoy service, Kingston Harbour.....	48 60	
John Lee.....	Machine labour, Duck Island.....	20 25	
C. J. Johnson.....	Placing three buoys, Lancaster Shoals.....	15 00	
E. Herbert.....	Repairing and replacing buoy, Grosse Point.....	18 00	
Str. "Lady Franklin"...	Placing six buoys, Kingston Harbour.....	25 00	
J. B. Fuller.....	Glazing, &c., lantern, Gin Rock.....	4 50	
O. F. Britton.....	Lumber, shingles, &c., Spectacle Shoal.....	22 44	
Total.....		33,859 66	65,421 33

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine and Fisheries

APPENDIX No. 2.

REPORT OF THE AGENT OF THE DEPARTMENT OF MARINE AND FISHERIES, AT QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE 1877,

To the Hon. A. J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to transmit the Tenth Annual Report of this Agency, for the fiscal year ended the 30th June, 1877.

Under their respective headings, I shall endeavour to lay before you the details connected with the several services under my supervision, comprising—

The Government vessels ;

The maintenance of Lighthouses, Buoys, Beacons, Humane Establishments, Fog Signals and Lightships, below Quebec ;

The maintenance of Lighthouses and Lightships, above Quebec, as far as Montreal Harbour, including eight Lighthouses on the Richelieu River, at the outlet of Lake Champlain ;

The construction of new Lighthouses ;

The Quebec River Police Force ;

The shipment of Mariners ;

Investigations into and reporting upon the causes of shipwrecks and casualties at sea and in the river ;

The protection of the Fisheries and Fish-Breeding Establishments, etc., etc.

The Government Steamers stationed at Quebec, and performing duties in this District, consist of steamships "Napoleon III," "Druid" and "Lady Head," and steam launches "Dolphin" and "Adele."

The steamship "Napoleon III," under the command of Captain A. Despres is a powerful iron steamer, built in 1856, by Messrs. R. Napier & Sons, Glasgow, Scotland, and is 300 nominal horse-power, but can be worked up to 700. She was of 494 tons gross measurement, and carried about 2,000 barrels, but her carrying capacity has been largely increased by the addition of a fore and aft spar deck, to about 4,000 barrels. She has a powder magazine capable of carrying 15,000 lbs. of powder, and which can be completely flooded with water in case of fire on board. The entire carrying capacity is employed every trip in taking down supplies and provisions to the lower portions of my district, commencing at Point des Monts, North shore of River St. Lawrence, taking in Labrador, Island of Anticosti, Straits of Belle Isle, North shore of Newfoundland, Baie des Chaleurs, Magdalen Islands, North shore of New Brunswick and Prince Edward Island, and requires two trips, one in the spring, and the other in the fall, to meet the demands of this extensive and important district. Captain Despres has shown praiseworthy caution and promptitude in the sailing of this steamer, while supplying the many dangerous points, and Mr. William Barbour, the Chief Engineer of this agency, has fulfilled the duties of inspecting and keeping the lights and machinery connected with the many revolving lights and fog alarms in perfect order, and in a very creditable manner.

The steamship "Druid," Captain A. Marmen, is a side-paddle-wheel steamer, built of iron in 1856, by Messrs. Todd & McGregor, of Glasgow, is 170 horse-power, and carries about 1,000 barrels. She is adapted for and well employed in supplying lighthouses, lightships and fog-alarms from Point des Monts to Montreal, and in laying down, taking up and keeping in position the large number of buoys below Quebec. Besides sailing his vessel, Captain Marmen performs the duties of inspecting the lighthouses, and attending to other matters in a prompt and efficient manner. Her speed would be greatly improved, and a considerable saving in the consumption of fuel effected, if she were furnished with patent floats. Last winter she was strengthened in her frames and new iron bulwarks, and also had new quarter-deck put on.

The steamship "Lady Head," under the direction of Commander N. Lavoie, and sailed by Captain C. Morin, was built of iron by Messrs. R. Napier & Sons of Glasgow, in 1857, and is of 100-horse-power nominal, with a carrying capacity of about 1,000 barrels. She is employed during the season of navigation as an armed cruiser, for the protection of the Fisheries, and her services are fully reported upon in the Fisheries Branch of the Annual Report, by Commander Lavoie. She had considerable repairs made to engines and boilers last winter.

The steamer "Dolphin," sailed by Chief Coxswain Cunningham, of the Quebec River Police Force, is a small craft 50 feet long, 12 feet beam, draws about five feet of water, and is propelled by a 10-horse power engine; she is employed on police duty in the harbour of Quebec. Mr. Cunningham has given excellent satisfaction in the performance of his duties, under the direction of Captain R. H. Russell, Chief of the Quebec River Police.

The police launch "Adele" was employed on river service during the past season. Her engine and boiler are found of considerable use in turning the lathes in the machine shop of the agency, during the winter, wherein a large portion of repairs and outfits are executed.

In the forge and machine shops connected with the agency are executed the principal repairs to the vessels and lighthouses in the district; the forge contains four bellows and anvils, and some valuable tools, almost in constant operation, especially during the winter, when frequently several more fires are employed to meet the requirements of the service. All repairs to the hulls of the iron vessels are attended to by the master smith, Mr. Charles Vezina, whose ability has been fully displayed in the excellent work he has turned out during twenty years in the employ, notably the extensive repairs to the steamship "Napoleon III." Near the forge is the machine shop and turning lathes, driven by steam from the boiler of the launch "Adele" (in winter). In this shop a great variety of work is performed for engines and apparatus connected with fog-whistles and revolving lights, by the engineers of the steamers.

The carpenter shop, under the direction of Mr. Telesphore Routier, employs several men in making models for machinery castings, repairs to lighthouses, etc., and contains a large number of valuable spare models carefully preserved for use.

The lower part of the warehouses are devoted to storing oils, paints, chimneys, wicks and the large stock of supplies necessary for so many different services.

The accommodation afforded by the large adjoining premises, (the Queen's wharf and stores) having been acquired by the Department, has enabled me to store several hundred barrels of petroleum in *bomb-proof* vaults, thereby effecting an annual saving of about \$600, and having the articles of supply nearer at hand. The upper portion is used for storing boats, rigging, sails, spars, &c., and the west end made into quarters for the River Police Force. During the past winter the coxswains of the River Police, retained at half-pay, were employed on repairs and outfitting, and fully earned the amount they received.

Repairs are absolutely necessary to preserve the Queen's and the Department wharves from becoming dangerous, and a small amount this year has been spent for that purpose.

COAST SERVICE, LIGHTHOUSES, LIGHTSHIPS, FOG-SIGNALS, PROVISION DEPOTS, BUOYS
AND BEACONS ABOVE AND BELOW QUEBEC.

I personally visited some of the Stations in my district this season, notably the lights in the Richelieu River, where I accompanied the Deputy Minister on a tour of inspection; such repairs and changes as were necessary were authorized by him.

Between Montreal and Quebec several changes have taken place in the lights, as I had some of them furnished with more powerful lamps, particularly those at Grondines, Cape Madeleine, Cape Charles, Platon, St. Antoine, Isle Richelieu, St. Pierre les Becquets, Isle St. Thérèse and Point du Lac, and I purpose improving the lights on the three Lake St. Peter lightships, during the month of September next, before the fall weather sets in.

Owing to the great care necessary in placing the reflectors of range lights in perfect line with each other, the smallest defect from carelessness on the keepers' part is noticed by the pilots of passing boats, and at once reported to me. To meet the views of the Department in making the navigation of the St. Lawrence as safe as possible, prompt action is taken to rectify all complaints of whatever nature and kind as soon as made known.

Owing to the small tower at Platon being on the south side of the public highway, it was removed 116 feet to the north, to prevent the light from being obstructed by passing vehicles.

One of the lower towers, in charge of Mr. Manuel at Cape Madeleine, was removed about 60 feet further back, owing to the land upon which it stood gradually slipping away, being an embankment.

No. 2, Lake St. Peter Lightship, has been thoroughly surveyed, and will require extensive repairs, estimated to cost from \$1,200 to \$1,500, to fit her for next season's service.

The two towers on the wharf at Montreal have been repaired with a view to their lasting two or three years longer. From personal inspection, I should think them perfectly serviceable for that length of time; when, I believe, it is the intention of the Department to put up new iron frames, removable at the end of the season, to be replaced again on the opening of navigation.

From Quebec outwards no important changes in the lights have taken place.

Point St. Lawrence, Bay St. Paul and Red Island Lighthouses have been painted and repaired.

The tower on Algernon Rock being finished, is painted white with broad black corners. The reflecting apparatus has not proved successful, and consequently is not in operation, but the high structure on the rock is an excellent indicator of it in all weather.

Montée du Lac Lighthouse steps required considerable repairs, as they were beginning to show the effects of decay.

The pier at Crane Island required repairs, estimated to cost about \$400, which is being attended to.

The Upper Traverse Lightship has thus far managed to perform her duties, and may safely get through the season, but having been requested only to do such repairs as would enable her to take her station till a new vessel could be sent down, I only did the most urgent; therefore she is not reliable for severe weather.

The new lights at Bay St. Paul and Goose Cape, County of Charlevoix, were put in operation on the 29th October last, and are pronounced efficient. I visited them both, and bought the land upon which the tower at Goose Cape is erected, with right of way, for the sum of \$80.

Mr. David D'Amour, of Trois Pistoles, an intelligent branch pilot of the Lower St. Lawrence, having been appointed to replace the late Captain Joseph Levesque, (drowned) took charge of the Red Island Lightship on the opening of navigation, and has thus far proved to be an efficient officer.

I regret to state that the tower of Egg Island is considered in a very unsafe condition; having brought the matter under the notice of Mr. Tomlinson, C.E., General

Superintendent of Dominion Lights, he agreed with me that a new tower is a necessity, and should not be delayed, The revolving apparatus stops from the working of the tower during strong winds, and a revolving light becoming fixed might greatly deceive some vessels coming from sea, and making for it as the first light observed.

A new derrick was sent down to Seven Islands to enable the keeper to lift his boats and supplies to a place of safety.

At the West Point of Anticosti, owing to the action of the sea encroaching upon the foundations of the tower, it was absolutely necessary to take some immediate action to save the building. I found that for \$250 sufficient timber could be procured on the Island to enable me to construct a breakwater 66 feet long, 7 feet high and 7 feet broad at the top, and sloping to the base, which has been built and filled in with stone, and will effectually serve the purpose for which it is intended; the tower was painted and some slight repairs made.

At South Point the engine house destroyed by fire has been rebuilt by the keeper at a cost of \$150; a new scow for the landing of supplies at a further cost of \$150. The wharf is also in course of construction by the same person.

At Heath Point a new barn has been put up costing \$100, and a quantity of land cleared by the keeper for growing hay. A new storehouse will go down this fall to replace the one destroyed by a gale at the landing.

At Cape Rosier a new gun house has been built costing \$60, and considerable repairs made to the dwelling. The powder magazine has also been repaired, the building being twenty years old, required this work, which could not be longer delayed.

At Belle Isle some carpenter work was done to the dwelling while the Napoleon III. was waiting favorable weather at Chateau Bay.

It must be very gratifying to you to learn that your foresight in permitting me to distribute, in 1874, seed potatoes to the distressed inhabitants of Anticosti, has been attended with such happy results. These potatoes were purchased by me at Gaspé, and I personally handed over to the families at each point a sufficient quantity, with flour and other provisions, to help them through the long winter. One barrel of potatoes for each family was given to a person chosen by the others, to be preserved against frost and decay, with a distinct understanding that early in the beyond my expectations, and proved the means of placing these poor settlers in their spring they would be planted; this was faithfully carried out, and the result has been present comfortable position. Most of them last season housed from 200 to 1,000 bushels, the produce of one bushel of seed being often from forty to forty-two bushels, and now that they have had such good returns from their labour, they will doubtless cultivate largely other vegetables, as well as barley, rye, peas, &c. To the fishermen potatoes are invaluable; with them and fish they can live well, and any to spare can be sold to residents from the north shore, or be used in fattening hogs, which thrive on the Island. When the soil becomes exhausted they have only to cast on it the seaweed found on the beach, which, alone, or with the offal from fish, furnishes the richest manure.

The Island of Anticosti may be styled the heart of the Gulf. Fish of all kinds, from the herring to the whale, surround it, and it is naturally a place upon which fishermen should desire to live and carry on operations. I have twice visited it, have been every direction, and believe from what I have seen that the day is not far distant when a large and thriving population of hardy fishermen will occupy its best points. Ten years ago, when I made my first visit, there were hardly forty souls on the whole Island; they now number about 500, and their success is inducing many others from less favoured localities to join them. I look upon the success of your efforts to better the condition of the people upon that Island (so long noted for its entire want of means of sustenance and as being the dread of the mariner), as marking one of the brightest pages in the history of your Department. The gratitude of the inhabitants is frequently expressed, and I believe they will, before long, be in a position to render such help to castaway mariners that it will be no longer necessary for

the Government to keep up supplies in the depôts. This I fully represented to you as probable in my telegraphic message from Gaspé, of the 14th October, 1874, when asking permission to supply the seed potatoes, and your answer approving my doing so, dated the 15th of the same month, has been attended with the happy results I have mentioned.

In the month of June of the present year, the schooner "St. Anne," Captain Alexander Duncan, arrived in the Port of Quebec with the first cargo of potatoes ever shipped from Anticosti for sale in this market.

A Committee of Enquiry at Ottawa, I believe, has fully established the great importance of telegraphic communication with Anticosti and the Magdalen Islands, and when connected with the south and portions of the north shores, would prove of eminent service to navigation; and its success is looked forward to by the shipping interest with great anxiety.

A house of refuge has been suggested at Wolf Island, one of the Magdalen group, where shipwrecked mariners have lost their lives (after reaching the shore) from exhaustion from want of shelter late in the fall. I reported in favour of this to you during the past winter.

FOG-HORNS.

A new, cheap and simple steam fog-horn, owned by Mr. N. S. Woodward, of Sherbrooke, Province of Quebec, has been purchased by the Department and stationed at Cape Ray. Its performance is reported upon under the heading of Cape Ray Lighthouse and Steam Fog-Signal Station, and is now in operation during fogs, and said to be heard more distinctly than the one formerly used there. Upon the last trip of the supply steamer, further reports will be made of its efficiency.

Two of the automatic Neptune fog-horns were also purchased from the company owning them, and tested by me here in the presence of several experienced persons. Their working without fuel or water, by simply winding up weights, will enable them to be erected on any point where the placing of them would be the most advantageous to navigation. They can be heard from two to five miles off, according to the state of the weather, and are destined, with some improvements, to render valuable service to shipping. Several points have been suggested as desirable to station fog-horns upon, namely, Egg Island, Cape Chatte, River Magdalene, Point Rich and Bird Rocks; and Point Rich has been selected for the first trial in this district of the "Neptune." One will be sent down by the next trip of the supply steamer:

The new lighthouse at Greenly Island, under construction, is being pushed forward by the contractor, Mr. James Mowatt, and, I expect, will be finished this fall. All the materials connected therewith are now on the spot, and the keeper, I presume, will be put in charge upon next trip of the "Napoleon." He will require a horse or, what would be probably more serviceable, an ox to haul fuel, water and supplies, which require to be carried over a mile.

An ox is preferable, on account of the nature of the marshy land and the grass suitable for its keep.

A steam fog-whistle is recommended for this point, and I forwarded to you, on the 10th of August, 1877, a letter, based upon the opinions of experienced mariners, on the subject of fog-horns for this and other localities, from which the following is extracted:—

"I called on Captain Depres, Captain Smith, Allan's Steamship 'Peruvian,' Captain Wilson, and other experienced persons, who are of opinion that a steam fog-whistle at Greenly Island will render eminent aid to navigation through the Straits of Belle Isle. Captain J. E. Dutton, Captain James Wylie and Captain Brown, also of the Allan Line of Steamships, agree in the above."

The steam whistle at Cape Ray would serve the purpose very well, as there is plenty of water at Greenly Island.

I do not think the Neptune fog-horn is adapted for this point, it being hardly strong enough—for vessels coming from the west would need to hear it a longer dis-

tance off than the Neptune horn can be heard; and when coming from the east they have the Forteau gun besides the steam-whistle to depend upon.

We are of opinion that a Neptune horn at Point Rich, Cape Norman, River Magdalen, Cape Chatte, Egg Island and Percé Roads would be very serviceable to navigation. The horn at Point Rich would indicate the point to vessels coming from the west, as they hug that bold shore till near the Point. Two wrecks took place there last season; the same can be said of Cape Norman, by vessels coming from the east. Two vessels were also wrecked here, one being got off by the steamer "Napoleon."

On hearing Cape Rosier signal gun during thick weather, vessels keep off a considerable distance, but soon try to make out the high lands somewhere between River Magdalen and Cape Chatte, and in their efforts to do so have caused the latter point and neighbourhood to become the scene in late years of several wrecks.

A Neptune horn at each point would be very valuable to navigation.

I enclose Captain Wylie's opinion corroborated in part by Captain J. E. Dutton. Egg Island is considered one of the most dangerous localities between Seven Islands and Point des Monts, and has long been noticed for the frequency of wrecks; several war vessels once being lost on what has since been called English Point.

A Neptune horn here would also be of very great service.

Percé Roads is on the route to the Lower Ports, and even the hand horn now there has on more than one occasion rendered good service.

These are all the points we now consider a horn of the capacity of the Neptune needed for; but a further trial may prove them to be of wider use.

The Fisheries Protection Service coming under my supervision, is the carrying out of orders I may receive from time to time, and the expenditure of the vessel employed on that duty, &c.

The Fish Breeding Establishments in this District also demand such attention as I may be called to exercise therewith from time to time by the Fisheries Branch of the Department.

Shipwrecked mariners belonging to British registered vessels are at the charge of the British Board of Trade, and are attended to by the Shipping Master. Those of foreign vessels are looked after by their respective countries' Consuls.

The shipping of seamen is conducted by the Shipping Master and his Assistant, Mr. William Miller, who, since entering upon his duties, has proved an active and efficient officer.

A large stock of coal, with oil and other necessary articles, are kept at Gaspé Basin, in charge of Mr. Joseph Eden, sub-Agent, to meet any demands in that neighbourhood and the Gulf. The prompt and efficient manner in which Mr. Eden has attended to any service required of him, has rendered his assistance in such matters very convenient.

Mr. Fox, Collector of Customs, Magdalen Islands; Mr. Bellefeuille, Harbour-Master, Sorel; and Captain Jones, St. Johns, Province of Quebec, have also willingly complied with any request I have made them, tending to further the interests of navigation and the service generally of this agency.

The oil furnished by Messrs. Fitzgerald & Co., London, Ontario, has continued to maintain its reputation for illuminating quality and durability.

The lamps and reflectors obtained from Mr. Chanteloup, of Montreal, are powerful, as well as being of the most modern and improved description.

The powder for the signal guns, of Canadian manufacture, and supplied for the past four years by Messrs. Chinic, Beaudet & Co., has proved of excellent quality, and cost much less than that purchased formerly from the Imperial Government. I personally visited the Powder Works at Windsor, P.Q., with the President of the Company, and made special arrangements for extra quality, and packages to preserve it against damp, etc.

The duties this Agency is called upon to perform in connection with the coast lighthouses, fog-whistles, provision depôts, buoys, beacons, Dominion steamers, shipwrecked mariners, enquiries into the cause of wrecks, river police, Dominion vessel

for the protection of the fisheries, fish-breeding establishments, etc., keep myself and staff fully employed summer and winter.

All repairs and outfit, whether to hulls or machinery of vessels, as well as to lighthouses, buoy chains, swivels, sinkers and woodwork are made in the workshops of this agency.

I beg to offer you many thanks for the continued courtesy and confidence exhibited by you and your efficient deputy, the manifestation of which has greatly assisted me in the discharge of the multifarious duties I am called upon to perform. I am also indebted to the officers under my control for the prompt and willing manner in which they have aided me in carrying out your instructions.

The amount expended by the agency during the past year for the under-mentioned services, were as follows (details of which are given in the Appendix to this Report):

Total expenditure for fiscal year ended 30th June, 1877:—

Maintenance of lights, etc.....	\$ 89,007 563
Construction.....	12,945 29
Montreal lights.....	15,998 15
Steamers.....	49,987 66
Contingencies.....	1,200 00
Fish-breeding.....	1,598 18
"Lady Head".....	15,498 61
River Police.....	21,482 08
Total.....	\$207,717 60

The district under the supervision of this agency commences at the Straits of Belle Isle, Newfoundland, and takes in the North Shore of Newfoundland, Labrador, Anticosti Island, Magdalen Islands, Baie des Chaleurs, Gaspé Coast, both sides of the River St. Lawrence, to Quebec and Montreal, as well as the lighthouses at the outlet of Lake Champlain, the Richelieu River, between St. John and the Boundary Line. A description of the lights in this district is given in the "List of Lights on the Coasts, Rivers and Lakes in the Dominion of Canada," Supplement No. 1 to the Annual Report for the current fiscal year, and, taken with the other matters connected with this section, comprises

- 126 Fixed and revolving lights,
- 8 Light-ships,
- 7 Steam fog-whistles,
- 8 Fog-guns,
- 74 Buoys,
- 55 Beacons,
- 8 Provision depôts,

and one new light in course of construction.

I would respectfully recommend that all persons hereafter appointed keepers of revolving lights, be obliged, as a condition of their appointment, to come to this agency several days before taking charge, so that they may be properly instructed in the nature of their functions, and the means to be taken to remedy any ordinary defects.

By the adoption of this course, simple pieces of machinery that may become temporarily out of order can be rectified without the expense consequent upon having to send a mechanic specially for the purpose.

LIFE BOATS.

Life-boats or canoes have been stationed at eight different points below Quebec—one being added to the list this season, and stationed at Rimouski. These canoes are built upon the same principle as those employed by ferrymen in crossing at Quebec when the river is full of ice.

They are sheathed with iron for protection against the ice, and provided with twelve paddles. They should carry about thirty men each.

In the event of disasters similar to those of November, 1871, when several valuable ships were cut and sunk by the ice, the crews frostbitten and very nearly lost, these life canoes could reach them when no row boat could make its way through the ice. They are so stationed as to be able to concentrate at any point, and are in charge of competent keepers, distributed thus :—

L'Islet, in charge of Mr. J. B. Dussault.		
St. Jean, Port Joli, in charge of D. Babin.		
Rivière Ouelle	do	A. Casgrain.
Crane Island	do	A. Marois.
Murray Bay	do	J. Tremblay.
Kamouraska	do	R. LeBlanc.
Ste. Anne	do	P. Lafrance,
Trois Pistoles	do	D. Damour.
Rimouski	do	R. Chamard.

The following wrecks and casualties have been reported by this Agency :—

1. October 8th, 1876.—“Ocean Gem” grounded on Goose Island flats, but got off and came to Quebec.
2. October 12th.—“Babineau and Gaudry” stranded at Dickinson’s Landing.
3. October 15th.—Schooner “St. Croix” stranded at Mingan Islands; total loss.
4. October 15th.—Schooner “Notre Dame de Lourdes” stranded on Hunting Island, coast of Labrador; total loss.
5. October 15th.—Schooner “Mary” between Cape Whittle and Mingan, encountered a heavy gale which threw her on her beam ends, receiving some damage to cargo.
6. October 16th.—Schooner “Marie Anne” stranded at Natashquan Harbour; total loss.
7. October 16th.—Schooner “Zelia,” stranded on S.E. reef of large island, Mingan; total loss. Captain and crew, seven in number, perished.
8. October 16th.—Schooner “Marie Emma” stranded on east side Ellis Bay, Anticosti, but on next spring tide she was taken off, receiving no damage.
9. October 16th.—Schooner “Catherine” stranded at St. Genevieve Island; total loss.
10. October 16th.—Schooner “St. Thomas” stranded at Trois Pistoles.
11. October 16th.—Schooner “Progress” dragged her anchors, and drifted from Murray Bay to Cacouna; no damage.
12. October 16th.—Barque “Charles” stranded near Matane; total loss.
13. October 17th.—Schooner “Lady Young” stranded at Blanc Sablons; damaged to some extent.
14. November 9th.—Steamer “St. Lawrence” grounded off Anse a Pelletier, Saguenay River; trifling damage.
15. Nov. 11th.—Barque “De Salaberry” struck on a reef off Grand Metis and returned to Quebec water-logged.
16. Dec. 6th.—Schooner “Imperatrice” collided with the “Leander” in the Gulf of St. Lawrence.
17. March 18th, 1877.—Steamer “Powerful” burned in winter quarters at Lampson’s Cove, Quebec.
18. May 1st.—Barque “Cameo” touched the ground getting under weigh one mile below Kamouraska.
19. May 8th.—Barque “Eleanore Wood” collided with schooner “St. Anne” above the Traverse.
20. May 8th.—Ship “City of Quebec” touched on Goose Island Flat, but got off directly; no damage.
21. May 9th.—Barque “Charger” grounded, owing to the cables parting in Quebec Harbour.

22. May 9th.—Barque “N. Churchill” and “Matheran” collided on the ballast ground, Quebec Harbour.

23. May 24th.—Barque “Adriatic” stranded eight miles below South-West Point, Anticosti; had bows repaired temporarily and arrived in Quebec.

24. May 30th.—Barque “Tivoli” stranded off Cormorant Point, Anticosti; had to jettison 30 tons of coal to float her off; trifling damage to ship.

25. June 21st.—Barque “Kalstad” stranded off Crane Island; no damage to cargo; ship slightly damaged.

26. August 8th.—S. S. “Rossend Castle” and ship “Lillie Soullard,” collided in the Harbour of Quebec, both receiving damage.

The annexed statement shews details connected with other services under their respective headings, which, I trust, will meet with your approbation.

The whole respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

J. U. GREGORY,

Agent of the Department of Marine and Fisheries at Quebec.

Statement shewing the present condition of Light-houses, Provision Depots, Fog-gun Stations, Buoys, Beacons and Steam Fog-Signals in the Gulf and River St. Lawrence from Belle Isle to Montreal Harbour, including the Islands of Anticosti and Magdalen, Baie des Chaleurs and River Richelieu, at the outlet of Lake Champlain.

BELLE ISLE LIGHTHOUSE, NEWFOUNDLAND, STRAITS OF BELLE ISLE, PROVISION DEPOT AND FOG-GUN STATION.

Lat. 51° 53' ; N. ; Long. 55° 22' 15" W.

(MARTIN COLTIN, *Keeper.*)

A first order dioptric fixed white light, one of Farquhar's patent circular-wick lamps, was put in operation on the 25th of August, 1875, and gave a very fine light, and was considered superior to the former; but the keeper was unable to maintain it in good working order, and decided to again make use of the five mammoth flat-wick burner lamps, which appeared to give satisfaction.

The fog-gun is fired every hour during fogs and snow-storms, and consumes about 2,000 lbs. of powder per season, together with a proportionate number of friction tubes and cartridges. A horse is furnished the keeper to draw supplies, water and fuel.

Description of Lighthouse and Number of Buildings at this Station.

The lighthouse is a circular stone building, clapboarded, and painted white, with a red roof. In connection with it there are also ten other buildings, comprising:—

One powder magazine, built of fire brick.

One oil shed, built of wood and painted white, with a red roof.

One fog gun house, built of wood and painted white.

One stable, built of wood and painted white.

Two small store sheds, built of wood and painted white.

One dwelling house, built of fire brick.

One store shed, built of wood and painted white, and situated at the landing stage.

One house of refuge for shipwrecked mariners, built of wood and painted white, and situated half way between the landing stage and the lighthouse.

One provision dépôt also for the use of shipwrecked mariners, built of wood and painted white, and is supplied with 15 barrels of flour, seven barrels of pork, five barrels of peas, sugar and tea, 12 each of pea jackets, pants, drawers, socks, caps, comforders, flannel shirts, mittens, boots, six pair of snow shoes and moccasins, 12 blankets and two cases of preserved meats. These are renewed as occasion requires. The keeper is furnished with a horse to draw fuel, water and supplies. The provisions were inspected and a renewal of the provisions found to be necessary, which will be done this fall.

REPORT OF ICE IN THE STRAITS OF BELLE ISLE, 1876-1877.

November 11th.—Light airs and clear weather. S.S. "Manitoban" inwards at 11.30 a. m. The last steamer seen in the Straits.

January 10th, 1877.—The thermometer 12° below zero. Ice forming for the first time in the Straits.

January 17th.—The Straits full of sheet ice. It would be impossible for vessels to navigate the Straits.

January 21st.—The ice is driving down from the west; the ice is forming constantly and strong.

January 27th.—The thermometer is 15° below zero. The Straits are full of ice, which is very strong.

February 1st.—The Straits full of ice and very little clear water is to be seen.

February 7th.—A strong gale is blowing from the north-east. The ice is constantly driving into the Straits and is very heavy.

February 8th.—The ice is yet very strong and driving out.

February 11th.—Light breeze; cloudy weather. The ice is scattered in the Straits. Eight icebergs are visible. Plenty of ice to the east and south.

February 12th.—Light breeze. The weather is clear, and as far as can be seen to the east the ice is heavy, with numerous icebergs.

February 13th.—A fresh gale from N.N.E. The heavy northern ice is driving out. The Straits are full. The first northern ice is gone out.

February 15th.—Light breeze from the north-east. The ice is driving into the Straits, and no clear water is to be seen.

February 17th.—The Straits are packed with ice as far as can be seen from east to west.

February 23rd.—The Straits are full of ice; since the last date fifteen icebergs have been seen in the Straits.

February 25th.—A strong gale is blowing from the north-east. The ice is driving in the Straits, and no clear water is to be seen.

March 2nd.—A good deal of ice drove up the Straits. Lakes of water to be seen.

March 3rd.—A strong breeze from the west. The ice is driving out of the Straits.

March 6th.—A light breeze from the west. There is not much ice in the Straits.

March 7th.—Fresh breeze from the north. The ice is driving into the Straits.

March 8th.—The wind is N.N.W. The ice is driving out, and not much is in the Straits.

March 14th.—The Straits are nearly full of ice. 4 p.m., the wind is east. Fresh ice is driving up, and slab ice is making all day.

March 15th.—A very strong breeze from E.S.E. The ice is driving in the Straits.

March 16th.—The wind is south. Very little clear water is to be seen.

March 17th.—A fresh gale from the west. The ice is driving very fast.

March 18th.—A strong gale from the N.N.W. There is very little ice in the Straits.

March 20th.—A fresh gale from the west. The ice is driving down the Straits. From this date to the 30th the ice has been scattered in the Straits.

March 30th.—A strong gale from the north west. The ice is driving out to the south very fast.

March 31st.—First gale from the north. The ice is going out yet.

April 1st.—The Straits are perfectly clear of ice except along the south shore.

April 2nd.—Squally wind, N.E.; the Straits perfectly clear; 4 a.m. S.S. "Aurora," Captain Daw, seal hunting, with 14,000 seals on board, lying to under the Island. Captain Daw reports heavy ice 65 miles north-east of the Island, driving up. Steamer left at 7 a.m. for the south.

April 6th.—A strong gale from the north-east. The ice is driving into the Straits. From this date to the 13th the wind has been constantly from the north and east, driving large quantities of ice into the Straits.

April 17th.—The Straits are full of ice, except under the lee of the Island. 5 a.m., two barque-rigged steamers and one barquentine rig steamer to the south, seal hunting.

April 19th. A light breeze; clear. The Straits are partly full of ice. Four steamers to the south, seal hunting.

April 21st.—Strong breeze; fog. The ice is driving up the Straits; wind east.

April 22nd.—Light airs; clear. The ice is scattered in the Straits. Ten steamers to the south, seal hunting.

April 26th.—A strong breeze; cloudy. The ice is driving up the Straits. There are three steamers abreast of the lighthouse. The ice in the Straits at this moment is the heaviest this winter.

April 28th.—The wind is north-east. The ice is driving up still.

April 30th.—Calm. From the Island to as far as can be seen eastward there is clear water. The end of the ice is about five miles to the westward. One steamer and one brigantine are in the ice. I have never seen so few icebergs in the Straits as have been this spring.

May 6th.—No ice in the Straits except a little along the north shore.

(Signed) M. COLTIN,
Keeper.

CAPE NORMAN LIGHTHOUSE, STRAITS OF BELLE ISLE.

Lat. 51° 38' 0" N.; Long. 55° 53' 40" W.

(HENRY LOCKE, *Keeper.*)

A white revolving catoptric flash light every two minutes; six No. 1 circular lamps with 20-inch reflectors; iron lantern, 9 feet in diameter; size of glass, 60 × 30 × ½ inch: consumes about 500 gallons of oil per season.

October 9th, 1876.—Landed all stores and provisions; examined the lights and revolving gear, and found all in good order.

July 12th, 1877.—Arrived at 5.30 p.m. Landed stores and examined the lights and revolving gear and found them all in good order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, and with a red roof.

There are also four other buildings, comprising one dwelling house built of wood and painted white, with a red roof.

One store shed, built of wood and painted white, with a red roof;

One oil shed, built of wood, and painted red.

One store shed, built of wood, and painted red, situated at the landing, about one-half mile from the lighthouse.

FORTEAU LIGHTHOUSE AND FOG-GUN STATION, AMOUB POINT, LABRADOR.

Lat. 51° 27' 35" N. ; Long. 56° 50' 55" W.

(P. GODIER, *Keeper.*)

A fixed white dioptric light, second order; five mammoth flat-wick lamps: consumes about 200 gallons of oil in the season.

The fog-gun is fired every hour during fog and snow-storms, and consumes about 1,500 pounds of powder every season, with a proportionate quantity of cartridges and friction tubes. The keeper is furnished with a horse, for the purpose of drawing water, fuel, etc.

October 9th, 1876.—Arrived at 5 a.m., landed stores and provisions, examined the lights and fog-gun, and found all in good order.

July 8th, 1877.—Arrived at 12.30 a.m. Landed stores and examined lights and fog-gun. Found all in good order, excepting the fog-gun, which will require a new vent this fall.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a circular stone building, clapboarded, and painted white, and with a red roof. In connection, there are also seven other buildings, consisting of

One dwelling-house, built of fire-brick, with a red roof;

One fog-gun house, built of wood and painted white:

One powder magazine, built of fire-brick, with a zinc roof;

One oil shed, built of wood and painted white;

One stable, built of wood and painted white;

Two store-sheds, built of wood and painted white.

A horse is furnished the keeper, to draw supplies, fuel, etc.

GREENLY ISLAND, LABRADOR.

(Under Construction.)

Lat. 57° 10' 0" N. ; Long. 51° 2' 15" W.

July 15th, 1877.—Arrived at 3 a.m. Landed 59 cases for new lanterns; examined the Island for the site of the new lighthouse, marked out by Mr. Tomlinson, two years ago, but could not find the marks. They have been taken up. I sent for Captain Despres and Mr. Ralph, the Engineer. I received the advice of Mr. Le Boutellier, agent of the Steamship Company, and of one of their captains. We carefully surveyed the place for the new light, and marked it off. I told the agent to show the contractor the place when he arrived. The keeper at this place will require a horse or an ox to draw the supplies and coals from the landing, which is about three-quarters of a mile from the light. There is no wood on the Island nor near at hand. I believe an ox would be the best for this place as there is plenty of grass, and nearly enough of hay could be made for its keep. There is a good supply of water, both from springs and lakes. It would be a very advantageous place for a fog-alarm, and I think one here is much required, as the mail steamers will make for this light, and two of them have nearly gone on shore in fogs in the neighborhood.

(Signed,)

WILLIAM BARBOUR,

Inspecting Engineer.

POINT RICH LIGHTHOUSE, NEWFOUNDLAND.

Lat. 50° 41' 50" N. ; Long. 57° 27' 40" W.

(E. ROY, *Keeper.*)

A white catoptric revolving flash light every fifteen seconds; twelve No. 1 circular wick lamps with 20-inch reflectors; iron lantern 9 feet in diameter; size of glass 60 x 30 x $\frac{1}{2}$ inches: consumes about 900 gallons of oil per season.

October 7th, 1876.—Arrived at 5.30 a.m. Landed stores and provisions examined the lights. The keeper reported that the revolving gear was not working well. Had it all taken down, cleaned and repaired. Also fitted on twelve new reflectors, the old ones being very much scratched, requiring resilvering.

July 7th, 1877.—Arrived at 3 p.m. Landed stores and examined the lights and revolving gear. Found them all in good order. The keeper complains of his house being too small. He has a large family. The Department will send down lumber this fall to build a small addition at the keeper's own expense.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, and painted white, with a red roof. In connection with it there are also four other buildings, consisting of:—

One dwelling house, built of wood, painted white, with a red roof.

One oil shed, built of wood, painted white, with a red roof.

One stable, built of wood, and painted white.

One store shed at landing stage, built of wood and painted red.

CAPE RAY LIGHTHOUSE AND STEAM FOG-WHISTLE, NEWFOUNDLAND.

Lat. 47°37' N.; Long. 59°18' W.

(R. RENNIE, *Keeper.*)

A revolving flash catoptric white light, which flashes every ten seconds; twelve No. 1 circular-wick lamps, with 20-inch reflectors; iron lantern, 9 feet in diameter; size of glass, 60 x 30 x $\frac{1}{2}$ -inch: consumes about 900 gallons of oil per season.

October 21st, 1876. Landed stores and provisions; examined the lights and revolving gear, the engines and boiler; raised steam and tested the fog-whistle. The sound was not as good as it ought to be. On examination, the bell of the whistle was found to be too low. By raising it up one inch and then testing it, a great improvement was noticed. According to instructions, enquiries were made of the keeper why the fog alarm was not sounded on the 13th June at 6 p.m., when the steamer "Lake Megantic" was off there in the fog. The keeper said that the alarm was going from 3 p.m. till 11 p.m. on that date, and that he heard the whistle of a steamer but could not ascertain her whereabouts in the fog. If a steamer or a ship is to the westward of the lighthouse, and a light breeze is blowing from the south-west or west, it is almost impossible to hear the fog-whistle. The whistle is placed in a spot 550 yards from the Point. On a careful examination of the place, it was found that there is a good place on the point 550 yards further out than the present one; and that also where a good supply of water can be procured.

I would recommend that a new whistle-house be built on the Point; that the engines and boiler be removed, leaving the present house to stand for stores and a coal-house. If the whistle is kept where it is now, there will be complaints against it not being heard at sea.

July 6th, 1877.—Landed stores and a Woodward fog-horn, with three men to carry out the work. Examined the lights and revolving gear. They were all in good order.

July 16th.—Arrived at 6 p.m. The following is the report of particulars :—

CAPE RAY, July 16th, 1877.

SIR,—We arrived at 6 p.m. There was a thick fog, and wind blowing. Could not land. New fog-horn blowing. A good south wind across. On the 17th at 6 p.m., we sent orders on shore to raise steam on both horns, and the steamer would go out and test them both. The new horn was to blow the first half hour and the old one the second half hour. We left abreast of the horn, steamed out four and a half miles by the patent log, due west; dead calm. Heard the new horn distinctly until the half hour was up. The old horn was then started. We could hear it, but not so distinctly as the new one; the old one being behind the point of land and the new one being placed on the point outside. If the old one had been placed on the same point as the new one is, I am sure it could have been heard from nine to ten miles distance. My opinion is that the new one will do all that is required there, it being placed on the best point. I told the keeper to keep the new one in use, and have the old one well cleaned and oiled to prevent it from rusting, and report to you.

I am, Sir,

Your obedient servant,

(Signed) WILLIAM BARBOUR,

To J. U. GREGORY, Esq., Agent,

Inspecting Engineer.

Department of Marine and Fisheries.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof. In connection with it there are six other buildings, comprising

- One dwelling house, built of wood, painted white, with a red roof.
- One oil shed, built of wood, painted white, with a red roof.
- One stable, built of wood, painted white, with a red roof.
- One store shed, at the landing, built of wood, painted white, with a red roof.
- One building of wood, painted white, with a red roof, containing the fog-whistle, engine and boiler, with coal shed attached.
- One new building, containing the new fog-horn.

BIRD ROCKS LIGHTHOUSE, PROVISION DEPOT AND FOG-GUN STATION, MAGDALEN ISLANDS.

Lat. 47° 50' 40" N; Long. 61° 8' 20" W.

(PETER WHALEN, *Keeper.*)

Fixed white fourth order dioptric light; one mammoth circular-wick lamp iron lantern, 10 feet in diameter: consumes about 180 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, expending about 2,000 pounds of powder, and a proportionate number of cartridges and friction tubes during the season.

October 21st, 1876.—Arrived at 10. p.m. Landed stores, provisions and fuel. Examined the lights, the fog-gun and provisions depôt. All were found in good order, with a full supply on hand.

July 5th, 1877.—Arrived at 8. a.m. Landed stores, and examined the light and fog-gun. Found them in good order. The keeper says the tower leaks badly. On examination, I discovered the cause of the leak, and told the keeper I would send down canvas, copper, nails and paints; and he is prepared to repair it himself. They will require to have a new winch for the crane this fall. Examined the provisions and found that the depôt would have to be renewed this fall, as the old and present provisions have been there since 1873.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof.

In connection with it there are six other buildings, consisting of:—

One dwelling house, built of wood, painted white with, a red roof.

One oil shed, built of wood, painted white, with a red roof.

One gun house, built of wood, painted white, with a red roof.

One powder magazine, built of fire brick, with a zinc roof.

One store shed, situated at the landing, built of wood, painted white, with a red roof.

One store shed, built by the keeper last fall.

There are also two cranes, one at each landing.

ETANG DU NORD LIGHTHOUSE AND STEAM FOG-WHISTLE, MAGDALEN ISLANDS.

Lat. 47° 23' 30" N; Long. 61° 57' 0" W.

(TIMOTHY O'BRIEN, *Keeper.*)

A revolving white catoptric light; six No. 1 circular-wick lamps, with 20-inch reflectors; wooden lantern, 9 ft. 3 inches in diameter; size of glass 60 x 28 x $\frac{3}{8}$ -inch: consumes about 500 gallons of oil per season.

October 23rd.—Arrived at Cape Mull at 10 o'clock a.m. Landed stores and provisions. Examined the lights and revolving gear, the engines and boiler of fog-whistle. Raised the steam, tested the whistle, and found all in good order. According to instructions, I enquired of the keeper about the scarcity of water last summer; he said it was a very dry season; but I have examined the small stream which supplies the dam, and I think by cutting a trench further up there would always be a good supply. To the best of my opinion it could be done for about \$50. The keeper complains of the house leaking when it rains. Believing the leakage to be around the windows or some of the joints, I told the keeper to have the double windows put out flush with the facing, and to have all the points puttied and painted.

July 19th, 1877.—Arrived at 4 a. m. Landed stores and provisions. Examined the lights and revolving gear, and found them in good order. Raised steam and tested the fog-whistle, and found that the sound was not good. Examined it carefully then, and found that the spindle of the whistle-bell was bent. Repaired it, and on testing it again the sound was much improved. A new whistle-bell will be required this fall, as the old one is very thin, and not solid or sound.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In connection with it, there are also two other buildings, comprising:—

One oil shed, built of wood and painted red.

The fog-whistle house, with coal shed attached, built of wood and painted red.

AMHERST ISLAND LIGHTHOUSE, MAGDALEN ISLANDS.

Lat. 47 13 0 N; Long. 61 58 0 W.

(WILLIAM CORMIER, *Keeper.*)

A revolving catoptric light, alternately red and white every thirty seconds; four No. 1 circular wick-lamps, with 20-inch reflectors; size of glass, 60 x 30 inches: consumes about 400 gallons of oil per season.

October 23rd, 1876.—Arrived at 7.30 a.m. Landed stores and provisions, leaving them in charge of Mr. Fox, Pleasant Bay.

July 18th, 1877.—Arrived at 5 o'clock, a.m. Landed stores. Met the keeper, who reported everything in good order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal building, built of wood and painted white, with a red roof. In connection with it there are also two other buildings, comprising:—
One dwelling-house, built of wood, painted white, with a red roof.
One oil shed, built of wood and painted red.

ENTRY ISLAND LIGHTHOUSE, MAGDALEN ISLANDS.

Lat. 47° 16' 30" N; Long. 61° 41' 0" W.

(J. CASSIDY, *Keeper.*)

A fixed red catoptric light, six lamps, comprising four No. 1 circular and two mammoth flat-wick lamps, six reflectors, four of which are 21½-inch diameter, and two are 20-inch diameter; iron lantern, 7 feet 8 inches in diameter; size of glass, 36 x 28 x ⅜-inch: consumes about 500 gallons of oil per season.

October 22nd, 1876.—Arrived at 2.15 p.m. Landed stores and provisions. Examined the lights, and found all in good order.

July 19th, 1877.—Arrived at 11 o'clock, a.m. Landed stores and provisions. Examined the lights and found them all in good order. The keeper complained of the house smoking badly. He requires 500 bricks and two barrels of lime to build a new chimney. They will be forwarded to him this fall.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house combined, is a square wooden building, painted white, with a red roof, and there is also one oil shed, built of wood and painted red.

In the report for the fiscal year, ended on the 30th of June, 1876, it was stated that the Government had not acquired the land at this station, nor has the acquisition been yet made.

HEATH POINT LIGHTHOUSE AND PROVISION DEPOT, EAST POINT OF ANTICOSTI.

Lat. 49° 5' 20" N; Long. 61° 42' 30" W.

(THOMAS GAGNÉ, *Keeper.*)

A fixed white catoptric light; seventeen No. 1 flatwick lamps; 21-inch reflectors: consumes about 400 gallons of oil per season. The lantern is of gun metal, and measures 13 feet in diameter.

The depôt is provisioned with the same amount of supplies as that at Belle Isle Station.

October 2nd, 1876.—Arrived at 2.15 a.m. Landed stores and provisions, examined the lights and provision depôt. Found all in good order, and a full supply on hand. A new set of lamps was supplied. The keeper said he could get the new porch for the dwelling house built for \$20; gave him instructions to have it built, and told him that \$50 would be allowed for the building of a new barn. The keeper said he wrote to the Department informing it that it would take \$350 to build the barn and clear the land. I told him that that was too much, and if he could get the land cleared for a sum between \$50 and \$75, to have it done, and to write to that effect to Mr. J. U. Gregory.

July 30th, 1877.—Arrived at 3:30 a.m. Landed stores and provisions. Examined the lights and provision depot. Found all in good order, except the flour, which had

been delivered in 1873, and a renewal is required this fall. The keeper has got the new barn built, and the land cleared, which was arranged for last year. During a heavy storm last fall the store shed landing was entirely blown away. A new one was built this spring. A horse is furnished the keeper to draw supplies, fuel, water, &c.

Description of Lighthouse and number of Buildings attached to this Station.

The lighthouse and dwelling-house combined is a circular stone building, faced and clapboarded, painted white, with a red roof. There are six buildings in connection with it, viz :—

One house of refuge for shipwrecked mariners, built of wood, and painted white.

One provision depôt, built of wood, and painted white.

One stable, built of wood, and painted white.

One oil shed, built of wood, and painted white.

One store shed, built of wood, and painted white.

One store shed, situated at the landing, about a half-a-mile from the lighthouse, built of wood, and painted white.

SOUTH POINT LIGHTHOUSE AND PROVISION DEPOT, ISLAND OF ANTICOSTI, BAGOT'S BLUFF.

Lat. 49° 4' 0" N; Long. 62° 15' 10" W.

(DAVID TETU, *Keeper.*)

A flash catoptric light every 20 seconds; twelve No. 1 circular lamps; 20-inch reflectors; iron lantern, nine feet in diameter; size of glass, 60 × 30 × ½-inch: consumes about 950 gallons of oil per season. The fog whistle is blown during fogs and snow storms, ten seconds in each minute. Owing to the proximity of wood the keeper is enabled to supply a large portion of the required fuel.

A house has been furnished him by the Department, and a reasonable amount per cord is allowed for the wood. The supplies furnished in the provision depôt are similar to those furnished to Belle Isle.

October 1st, 1876.—Arrived at 11.30 a.m. Landed stores and provisions; examined the lights, engines and the boiler of the fog-whistle. Found all in good order; raised steam and tested the fog-whistle. I put the new engineer in charge, giving him instructions how to perform his duties regarding the keeping of the engines and boiler, and the time of blowing the whistle. I landed a full supply of provisions for the depôt, and 69 barrels of coals for the fog-whistle.

June 28th, 1877.—Arrived at 4.30 a.m. Landed stores; examined the lights, revolving gear, engines and boiler of the steam fog-whistle. Found them all in good order. With care the engines and boiler will last for nine or ten years, with some slight repairs. They might require new tubes in the boiler, which can always be easily supplied, as there is constantly a spare set on hand. The keeper says he will commence the building of the wharf very soon. He has built a new scow, which is very useful; the old one was broken, and the new one is good, well-made and finished. He requires \$150 for it, which price I think is its fair value, as it has a mast and sails. He has also built a new boiler-house to the engine-house, to replace the one that was burned about three years ago. He has finished the engine-house, which is ceiled and clap-boarded inside. For this work, which is well done and finished, he asks \$150.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof. Five other buildings are attached, viz :—

One dwelling-house, built of wood, painted white and with a red roof;

One provision depôt, built of wood, painted white, with a red roof;

One stable, built of wood, painted white, with a red roof;
 One fog-alarm house, built of wood, painted white, with a red roof;
 One small house, for the use of the assistant keeper, built of wood and painted white.

SOUTH-WEST POINT LIGHTHOUSE AND PROVISION DEPÔT, ISLAND OF ANTICOSTI.

Lat. 49° 23' 45" N.; Long. 63° 35' 46" W.

(E. POPE, J.P., *Keeper*.)

A revolving white catoptric light, showing a flash every minute; twenty-one flat-wick lamps, 21-inch reflectors; a gun-metal lantern 13 feet in diameter: consumes about 900 gallons of oil per season. The depôt is provisioned with the same amount of supplies as at Belle Isle. A horse is furnished to the keeper to draw water, fuel and other necessary supplies.

September 30th, 1876.—Arrived at 2.15 a.m., landed stores and provisions, examined the lights and revolving gear and found all in good order; landed a full supply of provisions for the depôt.

June 28th, 1877.—Arrived at 4 a.m. Landed stores and provisions; examined the lights and revolving gear and found all in good order. The keeper informed me that Captain Setter's schooner was there, that he was at Jupiter River fishing, and that he had plenty of square timber. I sent a boat up to bring him down, as I wanted to arrange with him, if possible, to take a load on his schooner, to West Point, of not less than 300 feet. On his arrival, he said he would deliver the timber at the above named place for \$250. I told him to do so as soon as possible, and that he would be paid when he came to Quebec. He has since done so.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse is a circular stone building, faced and clapboarded, painted white, with a red roof, and with a dwelling-house adjoining.

There are seven other buildings attached consisting of:—

One house of refuge for shipwrecked mariners, built of wood, painted white with a red roof.

One provision depôt, built of wood, painted white, with a red roof.

One stable and barn, combined, built of wood, painted white, with a red roof.

One work shop, built of wood, painted white, with a red roof.

One oil shed, built of stone, and with a zinc roof.

Two small buildings, built of wood, and painted white, with red roof.

WEST POINT LIGHTHOUSE, FOG-GUN STATION AND PROVISION DEPOT, ISLAND OF ANTICOSTI.

Lat. 49° 52' 30" N.; Long. 64° 31' 40" W.

Mr. Louis Malouin having been superannuated, his son, Mr. Alfred Malouin, has been appointed keeper since 1877.

A fixed white dioptric light, second order; five mammoth flat-wick lamps; iron lantern, 10 feet 3 inches in diameter: consumes about 220 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms, and consumes 1,200 pounds of powder per season, with a proportionate number of cartridges and friction tubes. A quantity of provisions and supplies similar to that of Belle Isle is kept here. A horse is furnished the keeper to draw water, fuel and other supplies.

September 29th, 1876.—Arrived at 3.15 p.m. Landed stores and provisions; examined the lights, fog-gun and provision depôt. Found all in good order. Landed a full supply of provisions and clothing for the relief of shipwrecked mariners. Found

the removal of the barn and stable to have been well done. For this the keeper was to be allowed \$100. He has also lifted and repaired the gun-house properly. This job cost him \$15. I instructed him to write you on the subject.

June 28th, 1877.—Arrived at 1.30 p.m. Landed 500 pounds of powder and the remainder of the stores. Landed also six carpenters to build a breakwater, the object of which is to save the foundation of the lighthouse, reported in danger from the sea washing away the embankment. Examined the lights, fog-gun and provision depôt. Found all in good order. The provision depôt which had been fully renewed in 1876, had a complete supply on hand. Acting under your instructions, I went to English Bay to enquire as to accommodation, if the Government determined to remove the provision depôt at West Point and Ellis' Bay. I found there was but one party at English Bay, who goes there from Gaspé, during the fishing season. He keeps a store for Mr. Collis, of Gaspé; but it is a small one with very limited supplies, and would not be in any way suitable for shipwrecked mariners to depend upon. I told the keeper, as instructed, if he required more land cleared, he should do the work himself or pay to get it done. He asked for the putting of water pipes from the hill top to the house. I found it would require at least 2,000 feet of lead pipes, and told him that the preceding keepers had done without such for many years; that he must have the old well repaired and cleaned and use it as others had done before him. In answer to my question whether timber and deals could be procured to make the breakwater, he said that all the deals had been sold to a person at Mingan, and it was scarcely possible to get timber from the bush during the summer. I then decided to see what could be done elsewhere, and arranged with Captain Setter, at South-West Point, to supply the necessary timber as reported to you from that station.

July 31st, 1877.—Returned to West Point, arriving there at 6.30 a.m.; examined the new breakwater constructed during our absence, found it strongly built and well finished. It is 66 feet long, 7 feet 3 inches in height and is all that is required for the protection of the Government property. A breakwater was estimated as likely to cost \$4,000 or \$5,000, but owing to your arrangement in sending down and putting up the present structure, which meets all that is needed at a cost of less than \$1,000, a large saving is effected.

The tower was freshly painted, and everything placed in good order; we took the carpenters and tools on board.

(Signed)

WILLIAM BARBOUR,

Inspecting Engineer.

The following is a description of the lighthouse and buildings at this station:—
The lighthouse is a circular stone building, clapboarded, painted white, with a red roof. There is a dwelling-house attached, built of white brick, with a red roof.

Five other buildings are also connected, viz:—

One provision depot for shipwrecked mariners, built of wood, and painted white.

One powder magazine, built of white brick with a zinc roof.

One gun-house, built of wood, painted white, with a red roof.

One stable and barn, built of wood, and painted white.

CARLETON POINT LIGHTHOUSE, BAIE DES CHALEURS.

Lat. 48° 5' 15" N; Long. 67° 7' 0" W.

(E. LANDRY, *Keeper.*)

A fixed red catoptric light; five mammoth flat-wick lamps; 18-inch reflectors: consumes about 180 gallons of oil per season.

July 27th, 1877.—Arrived at 3 p.m. Landed stores; examined the lights, and found all in good order. This lighthouse will require be painted next spring.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house is a combined square wooden building, painted white, with a red roof. In connection therewith is
One oil-store, built of wood, and painted red.

PASPEBIAC LIGHTHOUSE, BAIE DES CHALEURS.

Lat. 48° 0' 50" N.; Long. 65° 14' 20" W.

(L. STRONG, *Keeper.*)

A fixed white catoptric light; two No. 1 circular-wick lamps; 15-inch reflectors: consumes about 120 gallons of oil per season.

July 27th, 1877,—Arrived at 9.45 p.m. Landed stores, and examined the lights; found all in good order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In connection with it there is—
One oil-shed, built of wood, and painted red.

POINT MAQUEREAU LIGHTHOUSE, BAIE DES CHALEURS.

Lat. 48° 12' 30" N.; Long. 64° 46' 12" W.

(A. BROTHERTON, *Keeper.*)

A revolving catoptric light, every minute, showing red and white alternately; four No. 1 circular-wick lamps, with 20-inch reflectors; consumes about 120 gallons of oil per season.

July 28th, 1877.—Arrived at 6.30 a.m. Landed stores and examined the lights and revolving gear. On examination, found the gear did not work well. Had it overhauled and put in good order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof. In addition to it, there is also
One oil-shed, built of wood and painted red.

QUEBEC, 1st May, 1877.

SIR,—According to your instructions, I proceeded to Maquereau Point Lighthouse to see the cause of the stoppage of the revolving gear, and to have it repaired.

I left Quebec at 6 p.m. on the 1st May, and arrived at Maquereau Point on the 4th May at 4 p.m. On examination, I found that the cause of the stoppage was that the keeper had filed the thread of the regulating spindle and jammed it in the wheel. I put in a new spindle and overhauled the gear and put it in good working order. Left at 7 p.m. for Quebec, arrived 9th May at 10.30 p.m.

I am, Sir,

Your obedient servant,

(Signed) WM. BARBOUR,

Inspecting Engineer.

J. U. GREGORY, Esq., Agent,

Department of Marine and Fisheries.

CAPE DESPAIR LIGHTHOUSE, BAIE DES CHALEURS.

Lat. 48° 25' 40" N.; Long. 64° 18' 20" W.

(J. BECK, *Keeper.*)

A white revolving catoptric light, showing a flash at intervals of half a minute lantern nine feet in diameter; six No. 1 circular-wick lamps with 20-inch reflectors: consumes about 500 gallons of oil per season.

July 28, 1877.—Arrived at 9.45 a.m. Landed stores and examined the lights and revolving gear; had it overhauled and put in good working order.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof. In connection with it there is—

One oil-shed, built of wood and painted red.

The necessary land at this station has been acquired by the Department at the cost of \$300, and fenced in. The deed is in the hands of the Department at Ottawa.

WHITEHEAD CAPE LIGHTHOUSE, PERCE ROADSTEAD.

Lat. 48° 30' 30" N Long. 64° 13' 0" W.

(C. BOURGET, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps, 20-inch reflectors; size of glass, 36 x 30 x $\frac{3}{8}$ inch.

July 28th, 1877.—Arrived at 2 p. m. Landed stores and examined the lights; found them in good order. The building will require painting this fall, paint having been sent down for that purpose.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with a red roof. A hand fog-horn is at present in use at this station, but an automatic horn is suggested as preferable.

GASPÉ BASIN HARBOUR LIGHT, O'HARA'S POINT, ON THE WHARF.

Lat. 48° 49' 53" N; Long. 64° 31' 41" W.

(B. EDEN, *Keeper.*)

A red catoptric light, one mammoth flat-wick lamp, and indicates the wharf.

GASPÉ LIGHT-SHIP, SANDY BEACH.

Lat. 48° 50' 45" N; Long. 64° 24' 30" W.

(N. ASCAH, *Keeper.*)

This vessel is moored off the extremity of the Spit. It has two dioptric lights, one red and the other white. The red light is 29 feet high, and the white light is 35 feet above the level of the deck.

The vessel is painted red, with the words "Lightship" on her sides.

CAPE GASPÉ LIGHTHOUSE AND STEAM FOG-WHISTLE.

Lat. 48° 45' 15" N; Long. 64° 9' 15" W.

(C. ESNOUF, *Keeper.*)

A fixed red catoptric light; two No. 1 circular and two No. 1 flat-wick lamps, 20-inch reflectors; size of glass, 28 x 60 x $\frac{2}{3}$ -inch; consumes about 250 gallons of oil per season. The lantern is of wood, and is nine feet in diameter. The fog-whistle sounds during fogs and snow-storms for ten seconds in each minute, leaving an interval of fifty seconds between each blast.

October 3rd, 1876.—Arrived at 6 a.m. Landed stores; examined the lights and engines and boiler of fog alarm; found all in good order. On examining the buildings found the plaster of the foundation of the engine house very much broken away. Told the keeper to procure a mason at once and get it repaired before the frost set in.

July 4th, 1877.—Arrived at 11.50 a.m. Landed stores and examined the lights and steam fog-whistle; found them all in good order.

The keeper requests to have a small store-house for provisions, as his cellar is very damp. The timber to be sent down this fall to build it, will be put up at the keeper's own expense.

It is suggested that a sounding board be put up to throw the sound of the whistle out to sea.

Description of Lighthouse and number of Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof, and in connection with it, there are three other buildings consisting of one oil shed, built of wood and painted red.

One engine house, built of wood and painted white with a red roof.

One coal shed, built of wood and painted white, with a red roof. Also a crane for taking up fuel. There is also a derrick below the light, for taking up supplies.

A new store shed for provisions is to be constructed this fall.

The Government owns all the land, with right of way required at the Station, purchased from Mr. Hyman, on the 8th May, 1876, for \$150. It consists of 165 x 135 feet of land at the lighthouse, and 80 x 165 feet of land at the fog-whistle, with right of way as far as Robert's Landing.

CAPE ROSIER LIGHTHOUSE AND FOG-GUN STATION.

Lat. 48° 51' 57" N; Long. 64° 12' 0" W.

(A. TRUDEAU, *Keeper.*)

A fixed white, first order dioptric light, five mammoth flat-wick lamps; size of glass 24 x 28, 39 $\frac{1}{2}$ x 28, 24 x 28 x $\frac{1}{4}$ inch: consumes about 200 gallons of oil per season.

The fog-gun is fired every hour during fogs and snow storms, and consumes about 1,500 pounds of powder, with a proportionate number of friction tubes and cartridges. The keeper is also telegraph operator, and furnishes meteorological reports to the Meteorological Office.

October 2nd, 1876.—Arrived at 9. p.m. Landed stores and provisions; examined the lights, and fog-gun. A new gun house is required, which was constructed this fall.

June 30th, 1877.—Arrived at 7.30 p.m. Landed stores; examined the lights, and found them in good order. The repairs required to be made this fall to the powder magazine are as follows:—

A new zinc top, and a trench dug all around it to keep it dry, and will also require to be cemented, and a new floor in the cellar.

The walls of the dwelling house repaired, sent material from Gaspé to have the necessary repairs made. Put new vent in the fog-gun and mounted it on a new carriage. Left a carpenter on the downward trip to make necessary repairs and brought him up on the return of the steamer, having performed the work. The building, now 20 years old, will require a good many repairs this fall, viz:—new stairs in lighthouse, double windows and doors in the lantern. The dwelling-house also needs double windows, and the cellar flooring requires to be renewed.

Description of Lighthouse and Fog-gun Station.

The lighthouse is a circular stone building, clapboarded and painted white, with a red roof. In connection with it, there are six other buildings, comprising—

One dwelling house, built of white brick, with a red roof.

One gun-house, built of wood and painted white.

One stable, built of wood and painted white.

One store shed, built of wood and painted white.

One powder magazine, built of fire brick, with a zinc roof.

One oil shed, built of wood, and painted white.

The Government owns 199 acres of land at this station, being Lots No. 20 and 21, 1st Range East, in the Township of Cape Rosier, purchased from the Department of Crown Lands, on the 17th February, 1863, for the sum of \$10.

CAPE MAGDALEN LIGHTHOUSE.

Lat. 49° 15' 40" N; Long. 65° 19' 30" W.

(G. LEVESQUE, *Keeper.*)

A red and white catoptric revolving light, every four minutes, with an interval of two minutes between each flash; six No. 1 circular-wick lamps; 20-inch reflectors; size of glass 60 x 30 x ½-inch: consumes about 300 gallons of oil per season. Size of iron lantern, 9 feet in diameter.

October 26th, 1876.—Arrived at 10 p.m. Landed stores; examined the lights and revolving gear; found them all in good order.

July 31st, 1877.—Arrived at 2 p.m. Landed stores; examined the lights, and overhauled the revolving gear; found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a hexagonal wooden building, painted white, with a red roof;

In connection with it there are also three other buildings, consisting of:—

One dwelling-house, built of wood, and painted white, with a red roof.

One oil shed, built of wood, and painted white, with a red roof.

One store shed at the landing, built of wood, painted white, with a red roof.

The land (6 acres) has been purchased from Mr. Vachar, by the Government for the sum of \$200, with right of way from the landing to the lighthouse and store shed at the landing.

MARTIN RIVER LIGHTHOUSE, SOUTH SHORE.

Lat. 49° 13' 25" N; Long. 66° 9' 0" W.

(JEAN GAUTHIER, *Keeper.*)

A fixed white catoptric light; five No. 1 circular-wick lamps; (this light has been changed this spring from nine to five), and gives quite a good light, and satisfactory size of reflectors, 21-inch.

October 27th, 1876.—Arrived at 4.15 a m. Landed stores, and examined the lights, and found them all in good order.

July 31st, 1877.—Arrived at 8 p.m. Landed stores, examined the lights, and found them all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white, with a red roof, and has a dwelling-house combined with it. In connection with it there are also—

One oil shed, built of wood, painted white, with a red roof.

The Government have not yet acquired the land upon which the buildings at this Station are erected.

SEVEN ISLANDS LIGHTHOUSE, NORTH SHORE.

Lat. 50° 5' 40" N. ; Long. 66° 22' 44" W.

(F. ARCAND, *Keeper.*)

A fixed white catoptric light, five No. 2 circular-wick lamps and three No. 1 flat-wick lamps ; size of reflectors, three are 17 inches by 6 inches deep and five are 18 inches by 10½ inches ; size of glass, 36 x 28 x ¾-inch.

September 29th, 1876.—Arrived at 5.45 a.m. Landed stores and provisions ; examined the lights ; found them all in good order.

The derrick, as proposed by the keeper, is very much required for lifting up the small boat and landing stores and provisions, as the landing is very bad, and will effect a saving of time and preserve the boats from getting smashed against the rocks when there is any sea running. I got all particulars about the derrick.

June 28th, 1877.—Arrived at 12.30 a.m. Landed stores and new derrick ; left one carpenter to put it up and lay down new flooring. Examined the lights, found them all in good order. The lantern at this station is too small for the number of lamps, the heat breaking the glass. This light should be a small dioptric light, the same as at the Brandy Pots, which would be a great saving of oil, and give as good a light.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof. There are also other buildings consisting of—

One oil shed, built of wood and painted white.

One store shed, situated at the landing, about a quarter of a mile from the lighthouse, built of wood and painted red.

EGG ISLAND LIGHTHOUSE, ON THE ISLAND.

Lat. 49° 38' 0" N. ; Long. 69° 10' 0" W.

(P. CÔTÉ, *Keeper.*)

A revolving white catoptric light ; interval of revolution, 1½ minute ; four No. 1 circular-wick lamps, 20-inch reflectors ; size of glass, 60 x 30 x ½-inch : consumes about 300 gallons of oil per season. Captain Marmen reports the Egg Island Lighthouse tower in an unsafe condition, and the revolving gear stops at times from that cause. This building has been a constant source of expense and trouble since erected, and no repairs can be effected at ordinary expense to meet the difficulties to be overcome. On the 8th June last I wrote the Department, suggesting a new tower be constructed here and sent down by the fall trip of the "Druid," and put up alongside the present buildings. The same to be built by days' work, as was done at Cape Chatte, where no further trouble has since occurred. Mr. Tomlinson is of the same opinion.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, and painted white, with a red roof; and there are also two other buildings comprising:—
One oil shed, built of wood and painted white, with a red roof.
One store shed, built of wood and painted white.

POINT DES MONTS LIGHTHOUSE AND FOG-GUN STATION, AND PROVISION DEPOT,
NORTH SHORE.

Lat. 49° 19' 35" N.; Long. 69° 21' 55" W.

(L. F. FAFFARI *Keeper.*)

A fixed white catoptric light; seventeen No. 1 flat-wick lamps, 20-inch reflectors; size of glass $23\frac{3}{4} \times 23\frac{1}{4} \times \frac{1}{2}$ -inch: consumes about 400 gallons of oil per season.

The fog-gun is fixed every hour during fogs and snow storms, and consumes about 1,500 lbs. of powder, together with a proportionate number of cartridges and friction tubes.

The provision depôt contains the same amount of supplies as that at Belle Isle.

The keeper is furnished with a horse to draw fuel, water and supplies.

September 26th, 1876.—Arrived at Point des Monts at 1 p.m. Landed stores and provisions; examined the lights, fog-gun and provision depôt, and found all complete and in good order, with a full supply on hand.

June 27th, 1877.—Arrived at Point des Monts lighthouse and fog-gun station at 3.30 p.m. Landed 1,500 pounds of powder, examined the lights and provision depôt, and found them all in good order.

The keeper said he wanted a shed built, and if deals were sent down to him he would put it up himself.

CAPE CHATTE LIGHTHOUSE, SOUTH SHORE.

Lat. 49° 5' 55" N.; Long. 66° 45' 29" W.

(J. CÔTÉ, *Keeper.*)

A flash catoptric white light, leaving an interval of thirty seconds between each flash; six No. 1 circular-wick lamps; 20-inch reflectors; size of glass $60 \times 30 \times \frac{1}{2}$ -inch: consumes about 500 gallons of oil per season.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white, with a red roof; there are also two other buildings, comprising, one dwelling-house, built of wood, and painted white, with a red roof; situated about 480 yards E.N.E. from the lighthouse; also one oil shed, built of wood, painted white, and adjacent to the dwelling-house.

The Government acquired from Mr. D. Isabelle, of Cape Chatte, a portion of the property required at this Station, on the 25th August 1873, for the sum of \$200.

MATANE LIGHTHOUSE, SOUTH SHORE, COUNTY OF RIMOUSKI.

Lat. 48° 52' 0" N.; Long. 67° 33' 0" W.

(F. DIONNE, *Keeper.*)

A fixed white catoptric light; two No. 6 circular and two No. 1 flat-wick lamps, with two 20 and two 18-inch reflectors: size of glass $36 \times 27\frac{3}{4} \times \frac{3}{8}$ inch: consumes about 250 gallons of oil per season.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In connection with it, there is also one oil shed, built of wood and painted red.

The Government acquired from T. Fraser, of Matane, the land required for this Station, on the 30th June, 1874, for \$100.

LITTLE METIS POINT LIGHTHOUSE, SOUTH SHORE, COUNTY OF RIMOUSKI.

Lat. 48° 40' 15" N. ; Long. 68° 2' 30" W.

(J. MARTIN, *Keeper.*)

A white catoptric light, showing a flash every minute, and making a complete revolution in two minutes; one No. 1 circular-wick lamp and one mammoth flat-wick lamp; size of reflectors, 21 × 14; size of glass, 36 × × $\frac{3}{8}$ -inch.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white, with a red roof. In addition to it there is also one oil shed, built of wood and painted red. About an acre of land on which the lighthouse is built was bought by the Department, from Mr. J. H. Ferguson, of Metis, on the 8th April, 1876, for \$100.

MANICOUAGAN SHOAL LIGHTSHIP AND STEAM FOG-WHISTLE.

Lat. 49° 2' 0" N. ; Long. 68° 15' 0" W.

(T. CONNELL, *Keeper.*)

Moored in twenty-five fathoms of water; two dioptric white lights, on separate masts, one 27 feet and the other 24 feet above the level of the deck.

The fog-whistle is sounded with a blast of eight seconds duration, and after an interval of eight seconds it is followed by another blast of eight seconds, which is succeeded by an interval of two minutes and twenty seconds. Should the vessel, from any cause, be off her station, this will be denoted, in the day time, by a ball at her foremast head, and at night by a globe lantern, so that in the latter case she may appear like an ordinary vessel at anchor.

November 13th, 1876.—Arrived from her station at 3.45 p.m., having finished the season all well, and on 15th November was towed by the River Police steamer "Dolphin," to Davies Slip, at Point Lévis, where she is to winter.

QUEBEC, 22nd November, 1876.

SIR,—I have to-day examined the hull, engines and boiler of the Manicouagan lightship in winter quarters, on G. T. Davies' Patent Slip, Point Lévis.

The bottom has been scraped, and I found it to be in good order; it will require one coat of paint this fall, and two coats next spring. I found the engines and boiler all clean, and in good order for the winter.

I am, Sir,

Your obedient servant,

(Signed)

WM. BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
Department Marine and Fisheries,
Quebec.

QUEBEC, 14th March, 1877.

SIR,—In conformity with your orders to thoroughly examine and report upon the condition of the pipes of Manicouagan Lightship in winter quarters at Davies Patent slip, Point Lévis, on the 12th instant, we examined all the above mentioned pipes, and have to report that they have screwed couplings, and will require new flanges as the present ones are not safe and unfit for use.

We have the honour to be, Sir,

Your obedient servants,

(Signed) WM. BARBOUR,
Inspecting Engineer.

(Signed) JOS. SAMSON,
Steamboat Inspector.

To J. U. GREGORY, Esq., Agent,
Department Marine and Fisheries, Quebec.

The above repairs have been completed, and on April 24th, Mr. Jos. Samson, Steamboat Inspector, tested the boilers to 120 lbs. per square inch and gave a certificate, all tight and in good order.

April 26th, 1877.—On this date she left for her station under sail.

June 27th, 1877.—The S.S. "Napoleon III," on her down trip stopped near her, and I went on board and made a thorough examination of the engines and boilers, and found them all in good order and clean.

(Signed) WM. BARBOUR,
Inspecting Engineer.

FATHER POINT LIGHTHOUSE, AND GUN STATION.

Lat. 48° 31' 25" N.; Long. 68° 27' 40" W.

(J. McWILLIAMS, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps; 21-inch reflectors; size of glass 27 x 36 x $\frac{1}{4}$ -inch: consumes about 220 gallons of oil per season.

The signal gun stationed here is used to enable steamers to distinguish the point. It consumes about 500 lbs. of powder, with a proportionate number of cartridges and friction tubes every season.

The keeper is also telegraph operator. Stores were landed; the lights, building and signal gun examined and found in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a white roof.

There are also three other buildings, consisting of:—

One powder magazine, built of stone, and with a zinc roof.

One oil shed, built of wood, and painted white.

One gun house, built of wood, and painted white.

PORTNEUF LIGHTHOUSE, (BELOW QUEBEC) NORTH SHORE.

Lat. 48° 37' 0" N.; Long. 69° 6' 0" W.

(D. TREMBLAY, *Keeper.*)

A fixed white catoptric light, three No. 1 circular, and two mammoth flat-wick lamps; 20-inch reflectors; size of glass 36 x 28 x $\frac{3}{8}$ -inch: consumes about 500 gallons of oil per season. Stores were landed, and the lights, &c., inspected and found in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof.

There are also two other buildings, comprising one oil shed, built of wood, painted white; one store shed, built of wood, painted white.

BICQUET LIGHTHOUSE, AND FOG-GUN STATION, NEAR CENTRE OF THE ISLAND.

Lat. 48° 25' 18" N; Long. 68° 53' 20" W.

(T. LEBEL, *Keeper.*)

A revolving white catoptric light every two minutes; twenty-one No. 1 flat-wick lamps; 21-inch reflectors; size of glass 29 x 27 x $\frac{1}{4}$ -inch: consumes about 500 gallons of oil per season. The fog-gun is fired every hour during fogs and snow storms; it consumes about 1,800 lbs of powder, with a proportionate number of cartridges and friction tubes.

Landed stores, inspected the fog-gun, lights, &c., and found them in good order.

Description of Lighthouse and Buildings at this

The lighthouse is a circular stone building, clapboarded and painted white.

There are also four other buildings, consisting of one dwelling-house, built of stone, painted white, with a red roof.

One powder magazine, built of stone, painted white, with a zinc roof.

One gun house, built of wood, painted white, with oil shed combined.

One store shed at the landing, built of wood, painted white.

The Government pays an annual rent of \$24 to Mr. W. D. Campbell, of Quebec, for the use of the land at this Station.

GREEN ISLAND LIGHTHOUSE, AND FOG-GUN STATION, NORTH PART OF THE ISLAND.

Lat. 48° 3' 17" N; Long. 69° 25' 10" W.

(G. LINDSAY, *Keeper.*)

A fixed white catoptric light; 13 No. 1 flat-wick lamps, 21-inch reflectors; size of glass 24 x 23 $\frac{1}{4}$ -inch: consumes about 375 gallons oil per season.

The fog-gun is fired every half hour during fogs and snow storms; the average consumption of powder during the season is about 3,000 lbs, with a proportionate number of cartridges and friction tubes.

Landed stores, inspected the lights, fog-gun, &c., found them all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is an octagonal stone building, clapboarded, painted white; there are also four other buildings, as follows:—

- One dwelling-house, built of wood, painted white.
- One powder magazine, built of stone, painted white.
- One stable and barn combined, built of wood, painted white.
- One gun house, built of wood, painted white.

The Government owns 30 acres of land at this Station, purchased from Mr. Peter Fraser, on the 29th June, 1811, for the sum of £150.

RED ISLAND LIGHTSHIP AND FOG-WHISTLE, RED ISLAND REEF.

Lat. 48° 6' 30" N; Long. 69° 30' 20" W.

(DAVID DAMOURS, *Keeper.*)

Two fixed white lights; one of these is a catoptric lantern, containing six No. 2 circular lamps, and the other a dioptric lantern; the former is 34 feet, and the latter 22 feet above the deck.

The vessel is moored in ten fathoms of water to the north-east of the Island. During fogs and snow storms a steam fog-whistle is sounded, giving a blast of ten seconds during each minute. If from any cause the vessel should be off her station, it will be indicated during the day by a ball at the foremast head, and at night by a circular lantern, giving her the ordinary appearance of a vessel at anchor; during fogs and under such circumstances, the whistle will be sounded irregularly like an ordinary steamer.

The ship is painted red, and the words "Red Island Lightship" is painted on each side in large letters.

November 16, 1876.—Arrived from the station at 6 a.m., in charge of Captain David Levesque, brother of the late Captain Joseph Levesque, who was drowned during a gale on the 16th October, while crossing from the mainland to the ship.

At 1.30 p.m. came alongside the wharf, landed sails, ropes and lamps. On the 17th left in tow of the River Police steamer "Dolphin," for winter quarters at G. T. Davies' Patent Slip, Point Lévis.

QUEBEC, 22nd November, 1876.

SIR,—I have this day examined the hull, engine and boiler of the Red Island Lightship, in winter quarters at G. T. Davies' patent slip at Point Lévis, and found the hull to be in good order. It has been scraped, and will get one coat of paint this fall and two next spring. The engines and boilers have been well cleaned and put in good order for the winter.

I am, Sir,

Your obedient servant,

(Signed) WM. BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries,
Quebec.

The above has been done, and on April 20th, 1877, Mr. J. Samson, Steamboat Inspector, tested the boiler to 140 lbs. per square inch, and found all in good order, with the exception of two or three small leaks in the ashpit, which were caulked and made tight.

On the afternoon of April 23rd, she left for her station under sail.

RED ISLAND LIGHTHOUSE.

Lat. 48° 4' 20" N.; Long. 69° 32' 56" W.

(E. FRASER, *Keeper.*)

A fixed red catoptric light; twelve mammoth flat-wick lamps; 21-inch reflectors; size of glass, 30 x 27 x $\frac{1}{2}$ -inch.

This light has been pronounced a great improvement since the alteration of the lamps. It has been all cemented, and four new ventilators put in the lantern to give better ventilation.

Stores were landed, the lights, &c., inspected, and found in a satisfactory condition.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a circular stone building, with the roof painted red. In connection with it there are three other buildings, comprising:—

One dwelling-house, built of white brick, with a red roof.

One oil shed, built of wood, painted white.

One store shed, built of wood, painted white.

LARK ISLAND LIGHTHOUSE, ENTRANCE TO THE SAGUENAY.

Lat. 48° 5' 30" N.; Long. 69° 40' 0" W.

(P. BOULLIAUME, *Keeper.*)

A fixed white catoptric light; the mammoth flat-wick lamps; size of reflectors, 20 inches: consumes about 100 gallons of oil per season.

Stores were landed, light inspected and found in proper order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is built of wood and painted white, with a red roof. In connection with it, there is also—

One oil shed, built of wood, painted white, with a red roof.

TADOUSAC RANGE LIGHTS, ENTRANCE TO THE SAGUENAY.

Lat. 48° 5' 38" N.; Long. 69° 42' 35" W.

" 48° 5' 40" N.; " 69° 43' 2" W.

(L. GUAY, *Keeper.*)

Two fixed white catoptric lights, one situated at Point Noir and the other yards distant; two mammoth flat-wick lamps; 20-inch reflectors; one at each of above-named places.

These lights are for the purpose of guiding vessels clear of Prince's Shoal, Bar Reef and Vache's Shoal.

Landed stores, inspected the lights, and found all in good order.

Description of Lighthouse and Buildings at this Station.

Both are square towers, built of wood, painted white.

The keeper lives in the Point Noir Lighthouse, about 200 yards from the other one. — There is an oil shed, built of wood and painted white.

CHICOUTIMI RANGE LIGHTS, 1ST RANGE.

Lat. $48^{\circ} 26' 52''$ N.; Long. $70^{\circ} 58' 9''$ W.

JOS GAUDREAU, }
ARTHUR SIMARD, } *Keepers.*

Being the two lights on the south side of the River Saguenay and entrance channel to Chicoutimi Harbour.

Two fixed white catoptric lights, 910 feet apart; upper light, 40 feet high from high water mark to centre of lantern, 43 feet from base to vane.

Lower light, 26 feet from centre of lantern to high-water mark, 26 feet from base to vane,—should be seen five miles off.

2ND RANGE, NORTH SIDE OF THE RIVER.

Lat. $48^{\circ} 27' 56''$ N.; Long. $70^{\circ} 58' 38''$ W.

FRAS GAUTHIER, }
JOS DUPRE, } *Keepers.*

Two fixed white lights, 765 feet apart; upper light, 41 feet from centre of lantern to high water mark, and 40 feet from base to vane.

Lower light, 25 feet from centre of lantern to high-water mark, 27 feet from base to vane,—should be seen four miles off.

3RD RANGE NORTH SIDE OF THE RIVER.

Lat. $48^{\circ} 27' 57''$ N.; Long. $70^{\circ} 59' 56''$ W.

(XAVIER SAVARD, *Keeper.*)

Two fixed white lights, 124 feet apart; upper light, 41 feet from centre of lantern to high water mark, 40 feet from base to vane.

Lower light, 29 feet from centre of lantern to high water mark, and 25 feet from base to vane,—should be seen three miles off.

4TH RANGE, NORTH SIDE OF THE RIVER.

Lat. $48^{\circ} 27' 41''$ N.; Long. $71^{\circ} 0' 39''$ W.

(ADOLPHE BOUDREAU, *Keeper.*)

Two white lights, 714 feet apart; upper light, 40 feet from centre of lantern at high water mark, and 44 feet from base to vane.

Lower light, 22 feet from centre of lantern to high water mark, and 26 feet from base to vane,—should be seen three miles off.

5TH RANGE SOUTH SIDE OF THE RIVER.

Lat. $48^{\circ} 26' 27''$ N.; Long. $71^{\circ} 1' 32''$ W.

(JEREMIE MARIE, *Keeper.*)

Two white lights, 385 feet apart; upper tower, 59 feet from centre of lantern to high water mark, and 27 feet from base to vane.

Lower tower, 40 feet from centre of lantern to high water mark, and 26 feet from base to vane,—should be seen two and a half miles off.

These 10 new lights, are to lead through the channel of Chicoutimi Harbour.

They were first exhibited in 1873, and could be all seen at equal distances, but are prevented by bends in the channel from being used at other distances than stated. Complaints having been made that there was not sufficient difference in height between the two lights at each range, the upper or highest lanterns were this season raised ten feet, and pronounced a great improvement.

The spring tides come up to the base of some of the towers, and even higher at others, hence the difference in their measurements from high water mark.

Each land has a covering to protect it from the action of wind and water.

A red glass has also been put to the face of the harbour lights to indicate the wharf.

BRANDY POTS LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 52' 30" N.; Long. 69° 40' 50" W.

(W. RICHARD, *Keeper.*)

A fixed white fourth-order dioptric light; one mammoth flat-wick lamp; size of glass 43 x 28½ x ½ inch: consumes about 70 gallons of oil per season.

Stores were landed, light inspected, and found to be in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted drab with a red roof. There is also one oil shed, built of wood and painted white.

LONG PILGRIMS LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 43' 15" N.; Long. 69° 44' 20" W.

(J. C. MARQUIS, *Keeper.*)

A fixed white fourth-order dioptric light; one mammoth flat-wick lamp: consumes about 70 gallons of oil per season.

Landed stores, inspected the lights, and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is built of wood and covered with brick, painted drab, with a red roof.

There is also one oil shed, built of wood and painted white.

GRAND ISLE LIGHTHOUSE, KAMOURASKA.

Lat. 47° 38' 20" N.; Long. 69° 51' 40" W.

(J. R. DESJARDINS, *Keeper.*)

A revolving white catoptric light, making a flash every 45 seconds, and a full revolution every 1½ minute; four No. 1 circular-wick lamps, two on each face; size of reflectors 22 inches in diameter by 16 inches deep.

Landed stores, inspected the light, and found it in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling-house combined is a square wooden building, painted white with a red roof.

There are also two other buildings, consisting of one oil shed, built of wood, painted white; one store shed at landing, built of wood, painted white.

POINT AUX ORIGNEAUX LIGHTHOUSE, RIVIÈRE OUELLE, KAMOURASKA.

Lat. 47° 29' 36" N. ; Long. 70° 11' 43" W.

A fixed red catoptric light ; three mammoth flat-wick lamps ; size of reflectors, 20 inches ; size of glass 36×30 inches.

Stores were landed, light inspected, and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square, wooden building, painted white with a red roof. In connection with it there is one oil shed, built of wood, painted white.

GOOSE CAPE LIGHTHOUSE, COUNTY OF CHARLEVOIX, NORTH SHORE, RIVER ST. LAWRENCE.

Lat. 47° 29' 30" N ; Long. 70° 13' 45" W.

(J. SAVARD, *Keeper.*)

The light was first put into operation on the 29th October, 1876, and is a fixed white catoptric one, elevated 48 feet above high water mark, and should be seen about 12 miles off.

The tower is 42 feet high from base to vane, with a dwelling-house attached, the whole painted white.

The Department has obtained, by purchase from Widow François Lapointe, the land upon which the buildings are erected, with right of way through her property, for the sum of \$80, paid on the 10th August, 1877.

ST. PAUL'S BAY LIGHTHOUSE, COUNTY OF CHARLEVOIX, NORTH SHORE, RIVER ST. LAWRENCE.

Lat. 47° 24' 45" N. ; Long. 70° 29' 0" W.

(HILAIRE TREMBLAY, *Keeper.*)

The light was first put into operation on the 29th October, 1876, and is a fixed white catoptric light, elevated 36 feet above high water mark, and should be seen 10 miles off in clear weather.

The tower is a square wooden building, 30 feet high from base to vane, with dwelling-house attached, the whole painted white. There is also an oil shed, painted red. All the buildings connected with this lighthouse are erected on the pier in the centre of the bay, used as a landing place.

LOWER TRAVERSE LIGHTSHIP AND STEAM FOG-ALARM.

Lat. 47° 22' 10" N. ; Long. 70° 14' 50" W.

(J. GOURDEAU, *Keeper.*)

Two fixed dioptric lights, one upon each mast. If, from any cause, the light-ship moves from her station, one light only will be shown, and during the day a red ball will be shown from the mainmast. The steam fog-whistle is sounded during thick weather in fogs and snowstorms, for 12 seconds in each minute, leaving an interval of 48 seconds between each blast.

The vessel is painted red and has the words "Traverse Lightship" painted on both sides.

November 26th, 1876.—Arrived in Quebec, in tow of steamer "Druid," and was put into J. Blais' booms for winter quarters.

QUEBEC, 28th November, 1876.

SIR,—I have this day examined the hull inside, also engines and boiler of Lower Traverse Lightship, and found all clean and in good order for the winter.

This vessel will require the ordinary outfit in the spring, also some small repairs.

One new whistle bell, one spare whistle-valve, boiler caulked, four new studs in boiler, als cocks ground, and a new stove for the galley.

I am, Sir,

Your obedient servant,

(Signed)

WM. BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
Department Marine and Fisheries,
Quebec.

The above repairs were done during the winter, when Mr. J. Samson, Steam-boat Inspector, tested the boilers to 110 lbs. per square inch, and found all tight and in good working order.

April 23rd, 1877.—At 10 a.m., she left for her station under sail; she will require to go on the patent slip next winter for the purpose of scraping, painting, etc., etc.

UPPER TRAVERSE LIGHTSHIP, NORTH-WEST EDGE OF ST. ROCH'S SHOAL.

Lat. 47° 19' 50'' N. Long. 70° 16' 0'' W.

(M. DECHENE, *Keeper.*)

Two fixed dioptric lights; one lantern eight feet above the other: consumes about 50 gallons of oil per season. Should the lightship be out of place, the light on the foremast is alone exhibited, and during the day the ball on the foremast head is taken down, and a bell is tolled during thick weather, fogs and snow storms.

The ship is painted red, and has the words "Lightship" painted on both sides. The vessel which from the first was weak, and otherwise not a desirable craft for a lightship, after being annually strengthened, patched and repaired became so unreliable as to call for a thorough survey; and on the 20th September last, I reported to the Department that the vessel (Schooner "England") was, as stated above, not fit for duty, and would recommend her being sold before too old, and a new lightship built this coming winter.

During the spring no new outfit was provided to the Government vessels in this district. Only such repairs as were absolutely necessary have been made to enable this lightship to perform duty through the calmest months of the season, as it was expected a new vessel would be ready to take her place before the heavy fall weather set in.

Owing to her leaking considerably in rough weather, I have been obliged to allow an extra hand to help to man the pumps; and I fear she will be compelled to leave her station before the season is over, or the new vessel arrives.

STONE PILLARS LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 12' 25" N.; Long. 70° 21' 26" W.

(D. BABIN, *Keeper.*)

A revolving white catoptric light, every one and a half minute, fifteen No. 1 flat wick lamps; 22-inch reflectors; size of glass 24 x 23 x $\frac{1}{4}$ -inch: consumes about 350 gallons of oil per season.

Stores were landed, and the lights inspected and found in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a circular stone building, with a red roof.

There are also two other buildings, comprising:—

One dwelling house built of stone, painted white, with a red roof.

One store shed, built of wood and painted white.

ALGERNON ROCK, REFLECTING TOWER, NEAR THE PILLARS.

The pier and reflecting tower on this rock were completed last fall, and have withstood the action of the ice, and proved of staunch construction.

The reflecting apparatus has not proved efficient, and is consequently not put in operation yet; but the pier and tower being painted white, with broad black corners, have proved of good service in indicating the rock upon which they are built.

CRANE ISLAND LIGHTHOUSE, ON THE ISLAND.

Lat. 47° 3' 30" N.; Long 70° 32' 30" W.

(G. PAINCHAUD, *Keeper.*)

A fixed white catoptric light; five mammoth flat wick lamps; 22-inch reflectors size of glass 16 x 14 x $\frac{1}{4}$ -inch: consumes about 200 gallons of oil per season.

Landed stores, inspected the lights, and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is built of wood, and painted white and situated on the Pier.

There is also one oil shed, built of wood and painted white.

Extensive repairs to the pier upon which the buildings are erected is required, and will be attended to this season.

BELLECHASE LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 56' 0" N.; Long 70° 46' 0" W.

(E. THIVIERGE, *Keeper.*)

A fixed white catoptric light; five mammoth flat wick lamps; 22-inch reflectors size of glass 16 x 14 x $\frac{1}{2}$ -inch; consumes about 180 gallons of oil per season.

Landed stores, and examined the light, finding it in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white, with a red roof.

MONTE DU LAC LIGHTHOUSE, NORTH SHORE.

Lat. 47° 7' 40" N.; Long 70° 42' 30" W.

(E. SIMARD, *Keeper*.)

A fixed white catoptric light; one No. 1 flat-wick and one No. 1 circular lamp; 20-inch reflectors: consumes about 60 gallons of oil per season.

The light showing to the westward has been withdrawn owing to its interference with the range lights alongside.

Landed stores, examined light, &c, and found all satisfactory.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white, with a red roof.

There is also one dwelling-house and oil shed combined, built of wood, and painted white.

The two range lights are situated a little to the north of the lighthouse, and are built on frame work, with one mammoth flat-wick lamp on each of them, and 20 inch reflectors. Some repairs were necessary to the long stairs from the landing to the tower, and attended to this summer.

NORTH CHANNEL TRAVERSE RANGE LIGHTS.

Lat., 47° 0' 12" N.; Long., 70° 45' 19" W.

Lat., 47° 0' 24" N.; Long., 70° 44' 51" W.

J. MARCEAU, } *Keepers*.
F. LEPAGE, }

Two range lights, 1,379 yards apart, at St. Francis, east end of the Island of Orleans, indicate the channel between the West Sands and the Traverse Spit. Both lights are fixed white catoptric lights, No. 1, circular, with 20-inch reflectors.

Delivered the stores, examined the lights, &c., and found all in good order.

Description of Lighthouses and Buildings at these Stations.

The lighthouses and dwellings combined are square wooden buildings, painted white. The oil sheds are also combined with the lighthouses.

The Government has acquired by purchase, from Mr. Francis Lemelin, of St. Francis, 60 square feet of land, upon which the tower is erected, for the sum of \$25, on the 4th March, 1876.—Mr. George Larue, Notary Public. Also, from Mr. Joseph Marceau, of St. François, 60 square feet of land, upon which the upper tower is erected, for the sum of \$30, on the 29th February, 1876.—Mr. George Larue, Notary Public.

PORT ST. JOHN LIGHTHOUSE, ISLAND OF ORLEANS.

Lat., 46° 55' 20" N.; Long., 70° 53' 30" W.

(C. LANGLOIS, *Keeper*.)

A revolving white catoptric light, showing a flash every thirty seconds; two lamps, one a No. 1 circular, and the other a mammoth flat-wick lamp; 21-inch reflectors; size of glass, 36 x 28 x $\frac{3}{8}$ -inch.

Delivered stores, examined the lights, revolving gear, &c., and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square wooden building, painted white. There is also one oil shed, built of wood and painted white.

These buildings are situated on the wharf.

QUEBEC, 11th January, 1877.

SIR,—In conformity with your orders, I went down to St. John's Light, took the revolving gear down, and sent it up to Mr. E. Chanteloup, Montreal. This gear has never worked well, and will require to be thoroughly overhauled and put in good working order, so as to make one full revolution every minute, and a flash every thirty seconds.

I am, Sir,

Your obedient servant,

(Signed)

WM. BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,

Department of Marine and Fisheries,

Quebec.

QUEBEC, 8th March, 1877.

SIR,—In conformity with your orders, I went to Point St. John's Lighthouse to again put up the revolving gear, and to regulate it properly.

I left on Monday, the 5th March, and put all in first-class order, and regulated it to the right time.

This gear has been repaired by Mr. E. Chanteloup, Montreal, this spring, and made a first-class job.

(Signed)

WM. BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,

Department of Marine and Fisheries,

Quebec.

POINT ST. LAWRENCE LIGHTHOUSE, ISLAND OF ORLEANS.

Lat. 46° 51' 50" N; Long. 71° 0' 40" W.

(J. CHABOT, *Keeper.*)

A fixed white catoptric light; five mammoth flat-wick lamps; 18-in reflectors; size of glass, 26½ x 16½-inch: consumes about 180 gallons of oil per season.

Delivered stores, examined the lights, &c., and found them all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is built of wood, painted white, and situated at the end of the wharf.

The oil-store is in the lower part of the building.

The lighthouse has been painted this spring.

 BUOYS.

There are 74 buoys in this district; they are situated between Red Island and Cap Santé, in the Rivers St. Lawrence, Chicoutimi and Saguenay, the Magdalen Islands, Gaspé and Baie des Chaleur.

In the River St. Lawrence they are frequently displaced or injured by passing vessels, necessitating constant supervision, and several trips have been made by one of the Dominion steamers to put them in order when information has reached this Agency relative to their derangement.

In the River St. Lawrence all the black buoys are on the south side of the channel except those at Beaujeu's Patch and White Island, which can be passed on either side.

The one at Vache's Point, near the Saguenay, must be passed on the south side only; the red buoys are all placed on the north side of the channel; white and chequered buoys indicate rocks or ends of shoals, and can be passed on either side, except the white and chequered buoys of the Saguenay, which must be passed to the north.

Green buoys indicate sunken wrecks. One extra chequered buoy has been placed at Gaspé to mark the ballast ground. A black buoy has been placed on the patch lately discovered three-quarters of a mile off Crane Island; it is anchored in three fathoms of water. Crane Island Lighthouse bearing N. by E. $\frac{1}{2}$ E.

A black buoy has also been placed at Berthier; one extra black buoy has also been placed at Magdalen Islands, another at Paspébiac, Baie des Chaleur and Gaspé for the convenience of passenger steamers; also a black buoy at Fox River, to indicate entrance to the harbour; another black buoy has been placed at Cock Point, about five miles below Father Point, to indicate the Point, and has painted on it in white letters the words "Cock Point."

There are also three other buoys at New Richmond Bay, Baie des Chaleur, viz.: one black buoy to westward of ballast grounds, one red buoy eastward of the harbour, and one white buoy at the entrance to the harbour.

Eleven new can buoys have been sent this spring to Chicoutimi to replace the old barrel buoys. I personally visited these buoys in charge of Mr. Montgomery, and found them all in good order.

BEACONS.

This agency has 55 beacons under its supervision. Those on the River St. Lawrence act as bearings to station buoys, and as marks to vessels leading up and down the channel.

Owing to the general unevenness of the coast upon the Island of Anticosti, and also between Cape Chatte and Cape Rosier, the beacons upon these localities are intended to enable vessels to recognise their position. The two on the Labrador shore also distinguishing points on the coast, and mark the entrance to Bonne Esperance and Coacochoo Bay, both excellent harbours of refuge. The beacon upon Lark Islet has been removed, the lighthouse answering its purpose.

They are reported in good order, and distributed as follows, viz.:

- 1 at St. Vallier,
- 11 at Crane Island,
- 2 at Goose Island,
- 1 at Wood Pillar,
- 1 at St. John's Point,
- 4 at St. Rochs,
- 2 at Grand Island, Kamouraska,
- 2 at Hare Island,
- 1 at Cacouna,
- 3 at Green Island,
- 2 at Red Island,

3 in the Saguenay,
 3 at Bic Island,
 2 at St. Fabien,
 4 at Anticosti, south side,
 3 at Anticosti, north side,
 2 at Labrador Coast,
 5 between Cape Chatte and Cape Rosier,
 2 at St. François, Island of Orleans,
 1 at Cape Rouge, Montee du Lac.

LIGHTHOUSES AND LIGHTSHIPS ABOVE QUEBEC

ST. ANTOINE LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 39' 40" N. Long. 71° 36' 10" W

(L. LAFLEUR, *Keeper.*)

A fixed white catoptric light; two No. 1 circular-wick lamps, 17-inch reflectors; two mammoth flat-wick lamps, 16-inch reflectors (these two latter lamps have been put in last summer): consumes about 260 gallons of oil per season.

May 11th, 1877.—Landed stores; examined the lights, &c., found all in good order.

QUEBEC, 18th January, 1877.

SIR,—In conformity with your orders, I went up on the 18th inst. to St. Antoine Lighthouse, and examined the buildings. I found the lantern to be 23 years old, and leaking from the top. Last season two additional lamps were put there, and I find it too small for four lamps.

I would recommend that a new wooden lantern be put up of a larger size, and other necessary repairs made to make the tower water-tight.

I am, Sir,

Your obedient servant,

(Signed) WM. BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
 Department of Marine and Fisheries,
 Quebec.

On February 22nd, 1877, a new lantern was sent up; also three carpenters to have the work properly done, which has been accomplished, and now gives good satisfaction.

Description of Lighthouse and Buildings at this Station.

The lighthouse is a square wooden building, painted white. The oil-shed is combined with the lighthouse.

The Government has acquired by purchase from Mr. Francois Xavier Bergeron, of the parish of St. Giles, one arpent in superficies, with right of way, for the sum of £62 10s.—Mr. A. Côté, Notary Public. Deed of sale, 26th December, 1854.

ST. CROIX LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 37' 45" N; Long. 71° 44' 10" W.

(J. THURBER, *Keeper.*)

A fixed white catoptric light; two No. 1 circular lamps, 17-inch reflectors: consumes about 120 gallons of oil per season.

May 11th, 1877.—Landed stores, inspected the lights, &c.; found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined, is a square wooden building, painted white. The oil store is in the lighthouse.

The Government pays Mr. C. Durocher a yearly rent of \$6 for a strip of land adjoining the lighthouse, as agreed by his letter to the Quebec Trinity House, dated 24th September, 1863, and verbally relinquished all claim to the lot upon which the tower is erected near the beach.

PORT NEUF LIGHTHOUSE, NORTH SHORE (ABOVE QUEBEC.)

Lat. 46° 41' 48" N; Long. 71° 52' 10" W.

(F. RODRIGUE, *Keeper.*)

Two fixed white catoptric lights, about 180 yards apart.

Upper tower contains one mammoth flat-wick lamp; 16-inch reflectors. Lower tower contains two No. 1 circular lamps; one 22-inch and one 20-inch reflectors: consumes about 200 gallons of oil per season.

The keeper reported that the smallest light wanted repairs to windows, and also painting.

May 12th, 1877.—Stores were landed; lights, &c., inspected, and all found in good order, with the exception as reported.

The above repairs have been completed, and all put in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined, are square stone buildings, painted white. There are also two other buildings, consisting of—

One oil shed, built of wood and painted white.

One barn and stable combined, built of wood and painted white.

The Government acquired by purchase from Mr. Joseph Poliquin, of Portneuf, one hundred feet in front, French measure, by two hundred feet in depth, for the sum of £125, with buildings thereon.—Mr. Errol B. Lindsay, Notary Public. Deed of sale dated 20th day of April, 1847.

PLATON POINT LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 39' 13" N; Long. 71° 53' 03" W.

(P. BEAUDET, *Keeper.*)

Two fixed white catoptric range lights, 208 yards apart.

The upper tower contains one No. 1 circular wick-lamp; 21-inch reflector; size of glass. 34 x 32 x $\frac{1}{8}$ -inch. The lower tower is provided with a similar lamp and reflector, and the size of the glass is 24 x 24 x $\frac{1}{8}$ -inch. Both lights consume about 150 gallons of oil per season.

May 17th, 1877.—Stores were landed; lights, &c. inspected, and found satisfactory.

Complaints having been made by the Captains of the Richelieu Company's steamers about the small lighthouse at Platon, and that several times the light was invisible, being in a bad spot; after examination I found it necessary to remove the tower 116 feet in a westerly direction, to prevent it from being obscured by passing vehicles or cattle on the road facing it.

Description of Lighthouses and Buildings at this Station.

The lighthouses are two square wooden buildings, painted white, and the oil store is combined with one of the lighthouses.

The Government has acquired by purchase from Michael Gauron an irregular piece of ground, ending in a point, containing one arpent of land more or less, for the sum of £27 10s. Mr. Theodore Doucet, Montreal, Notary Public. Deed of sale, dated 10th January, 1851.

RICHELIEU ISLET LIGHTHOUSE, SOUTH SHORE OF THE ISLET.

Lat. 46° 38' 30" N. ; Long. 71° 54' 51" W.

(H. BLAIS, *Keeper.*)

A fixed white catoptric light. Two mammoth flat-wick lamps, one 14½ and one 15½-inch reflectors : size of glass 36 × 36 × ½ inch : consumes about 75 gallons of oil per season.

May 12th, 1877. —I visited the light. Landed stores and inspected lighthouse, &c., and found all in good order.

Description of Lighthouse and Buildings at this Station.

The lighthouse and dwelling combined is a square stone building, and painted white. There is also one oil shed, built of wood and painted white.

LOTBINIÈRE LOWER LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 37' 10" N. ; Long. 71° 56' 21" W.

(O. BEAUDET, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp, 14 inch reflectors; size of glass 36 × 36 × ½ inch : consumes about 50 gallons of oil per season.

May 12th, 1877.—Landed stores. Inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white.

The Government purchased from Mr. O. Beaudet, a piece of land 25 feet by 50 feet long, with right of way, for the sum of \$50. Mr. H. C. Austin, Notary Public, Quebec. Date of deed of sale, 19th July, 1875.

LOTBINIÈRE UPPER LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 37' 10" N. ; Long. 71° 56' 21" W.

(O. C. DE LACHEVROTIÈRE, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp, 14 inch reflector; size of glass 36 × 36 × ½-inch : consumes about 50 gallons of oil per season.

A lofty spruce tree on the hill, about two acres from this light, has been reserved as a beacon for the navigation of the Richelieu, of which it is an important aid.

Thirty square feet round the beacon have been retained, together with a right of passage thereto.

May 12th, 1877.—Landed stores. Inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil shed combined.

The Government has acquired from the proprietor, Mr. O. C. de Lachevrotière, 30 square feet of land upon which the light is erected, and also right of way, for the sum of \$100; also from Mr. Clement Charles Lair, of the same parish, 20 square feet of land, with a white spruce tree thereon serving as a beacon, with right of way, for the sum of \$20. Mr. H. C. Austin, Notary Public. Deed of sale dated 11th May, 1875.

RIVIÈRE DUCHÊNE LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 35' 5" N.; Long. 71° 59' 35" W.

(O. LANGLOIS, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps, 14-inch reflectors; size of glass, $37\frac{1}{2} \times 29\frac{3}{8}$ -inch: consumes about 67 gallons of oil per season.

May 12th, 1877.—Landed stores. Inspected the lights, etc.; found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil store combined.

The Government owns, at this Station, a piece of land 30 feet square, with right of way; purchased the same from Widow Langlois. Deed passed by Mr. De Lachevrotière, Notary Public, Lotbinière.

GRONDINES LIGHTHOUSE, NORTH SHORE.

Lat 46° 35' 49" N.; Long. 72° 4' 12" W.

(Upper Tower, E. TROTIER, *Keeper*; Lower Tower, J. TROTIER, *Keeper.*)

Two fixed white catoptric lights, 1,350 yards apart. Upper tower contains one mammoth flat-wick lamp, 20-inch reflector; size of glass, $32 \times 40 \times \frac{1}{8}$ -inch; and also one No. 1 flat-wick lamp, 15-inch reflector.

The lower tower contains one mammoth flat-wick lamp, 20-inch reflector; size of glass, $20 \times 38 \times \frac{1}{8}$ -inch; and one No. 1 flat-wick lamp, 15-inch reflector:

Consumes about 70 gallons of oil each per season.

On account of complaints having been made to the Department of insufficiency of the lights in the lower tower, the lanterns were enlarged last summer, and additional lamps put in and the towers repainted.

The lighthouse being unsafe, from age, was re-built this summer, and put in first-class order.

Description of Lighthouses at this Station.

The lighthouses are two square wooden towers, with oil stores combined, and painted white.

The Government has purchased, from both of the keepers of the Grondines Lighthouses, 24 feet square of land, upon which each tower is erected, with a right of way.

CAPE CHARLES LIGHTHOUSES, SOUTH SHORE.

Lat. 46° 53' 39" N; Long. 72° 4' 15" W.

(F. BOISVERT, *Keeper.*)

Two fixed white catoptric lights, eighty yards apart. Upper tower contains one mammoth flat-wick lamp, 20-inch reflector; size of glass $28 \times 35 \times \frac{1}{8}$ -inch; and one No. 1 flat-wick lamp, 14-inch reflector.

The lower tower contains two No. 1 flat-wick lamps, 15-inch reflectors; size of glass, $28 \times 35 \times \frac{1}{8}$ -inch: consumes about 120 gallons of oil per season.

May 12th, 1877.—Landed stores; inspected lights, etc.; found all in good order.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, and painted white.

The Government pays an annual rent of \$10 for the use of the land upon which the lighthouse is erected, with right of way, payable to the keeper, who is owner of the land.

ST. PIERRE DES BECQUETS LIGHTHOUSE, SOUTH SHORE.

Lat. 46° 30' 28" N.; Long. 72° 12' 30" W.

(S. FRANCŒUR, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp, and one No. 1 circular lamp; size of reflectors 15 inches and 20 inches; size of glass $38 \times 27 \times \frac{1}{8}$ inch: consumes about 70 gallons of oil per season.

May 12th, 1877.—Landed stores; inspected the lights, &c., found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil shed combined.

The Government has acquired by purchase, from Mr. Michael William Baby, of the City of Quebec, about 25 feet square of land with right of way, for the sum of £50 0. 0. Mr. T. Doucet, Notary Public. Deed of sale dated 17th June, 1864.

The Government has also acquired 12 feet square more land for lighthouse purposes, from Mr. F. X. O. Methot, proprietor of the adjoining land.

BATISCAN LIGHTHOUSE, NORTH SHORE.

Lat. 46° 30' 16" N.; Long. 72° 14' 52" W.

(J. FUGERÉS, *Keeper.*)

A fixed white catoptric light; one No. 1 dual flat wick lamp, 15 inch reflectors; size of glass $36 \times 36 \times \frac{1}{8}$ inch; consumes about 60 gallons of oil per season.

May 12th, 1877.—Landed stores, examined the lights, &c., found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, with oil shed combined.

The Government pays an annual rent of \$6 to the keeper, who is proprietor of the land upon which the lighthouse stands.

BATISCAN LIGHTHOUSE, NORTH SHORE.

Lat. $46^{\circ} 30' 16''$ N.; Long. $72^{\circ} 14' 52''$ W.(J. MARCHAND, *Keeper.*)

A fixed white catoptric light; one No. 1 dual flat-wick lamp, 15 inch reflector; size of glass $36\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$ -inch: consumes about 50 gallons of oil per season.
 May 12th, 1877.—Landed stores; inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil shed combined.

This light is situated about 222 yards from the last light.

The Government pays an annual rent of \$6 to the keeper, who is proprietor of the land upon which the lighthouse stands.

POINT AU CITROUILLE LIGHT, NORTH SHORE.

Lat. $46^{\circ} 27' 12''$ N.; Long. $72^{\circ} 16' 10''$ W.(C. BRUNEL, *Keeper.*)

This is a temporary light on the top of a frame to indicate the point. It is a fixed white light, with a mammoth flat-wick lamp; a tower and lantern with two lamps, and is much needed here.

It consumes about 40 gallons of oil per season.

CHAMPLAIN LIGHTHOUSE, NORTH SHORE.

Lat. $46^{\circ} 24' 34''$ N.; Long. $72^{\circ} 20' 32''$ W.(N. HARDY, *Keeper.*)

A fixed white catoptric light; two mammoth flat wick lamps, 17 inch reflectors size of glass $35 \times 27 \times \frac{1}{8}$ -inch: consumes about 100 gallons of oil per season.

May 14th, 1877.—Landed stores; inspected the lights &c, and found all in good order, except the building which is an old one, and is therefore not in very good order.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, with oil store combined.

CAP DE LA MADELEINE LIGHTHOUSES, NORTH SHORE.

Lat. $46^{\circ} 23' 46''$ N.; Long. $72^{\circ} 27' 18''$ W.(P. MANUEL, *Keeper.*)

Two fixed white catoptric lights, 190 yards apart; upper tower contains one No 1. flat-wick lamp, 15 inch reflector; size of glass, $30\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$ -inch. The lower tower contains one No 1 flat wick lamp, 15 inch reflector; size of glass $30\frac{1}{2} \times 36\frac{1}{2} \times \frac{1}{8}$ -inch. Both lights consume about 50 gallons of oil per season.

May 14th. Landed stores; inspected the lights, &c., and found all satisfactory.

Description of Lighthouses at this Station.

There are two square wooden buildings, painted white, with oil store combined.

The Government have acquired by purchase, a piece of land 25 feet square, for the sum of £3. 0. 0 from Mr. Joseph Moise, Denoncour. Mr. Theodore Doucet, Montreal, Notary Public. Deed of sale, September 14th, 1857.

Owing to the embankment giving way this lighthouse was removed a distance further back, which brings it now on the land of Mr. Zenobé Toupin, from whom 18 x 25 feet of land, with right of way, was bought for the sum of \$30. Deed of sale made at Three Rivers by Mr. Octave Guillett, Notary Public, dated 8th August 1877.

CAPE DE LA MADELEINE LIGHTHOUSES, NORTH SHORE.

Lat. 46° 23' 16" N.; Long. 72° 28' 38" W.

(J. MONTPLAISIR, *Keeper.*)

Two mammoth flat-wick lamps, 235 yards apart.

The upper tower contains one mammoth flat-wick lamp, 18 inch reflector; size of glass, 36 x 36 x $\frac{1}{2}$ inch. The lower tower contains one mammoth flat-wick lamp, 18 inch reflector; size of glass, 28 x 35 x $\frac{1}{2}$ inch. Both lights together consume about 100 gallons of oil per season.

May 14th, 1877.—Landed stores; inspected the lights, &c., and found all in good order.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, painted white, with oil shed combined.

The Government pays an annual rent of \$12 to the keeper, who is proprietor of the land upon which the lighthouse stands.

PORT ST. FRANCIS LIGHTHOUSES, SOUTH SHORE.

Lat. 46° 16' 20" N.; Long. 72° 37' 15" W.

(C. DUVAL, *Keeper.*)

Two fixed white catoptric lights. The upper tower contains two No. 1 flat-wick lamps, 15 inch reflectors; size of glass, 20 x 32 x $\frac{1}{2}$ inch. The lower tower, one No. 1 flat-wick lamp, 15 inch reflector; size of glass 27 x 31 $\frac{1}{2}$ x $\frac{1}{2}$ inch. They consume about 70 gallons of oil per season.

These lights are removed in winter.

May 14th, 1877.—Landed stores; inspected the lights, &c., and found them all in good order.

Description of Lighthouses at this Station.

These lights are octagonal wooden buildings, painted white, with oil shed combined.

POINT DU LAC LIGHTHOUSE, NORTH SHORE.

Lat. 46° 16' 50" N.; Long. 72° 40' 22" W.

(M. PAQUIN, *Keeper.*)

A fixed white catoptric light; one mammoth flat-wick lamp, 18-inch reflector: consumes about 70 gallons of oil per season.

May 14th, 1877.—Landed stores, inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is an octagonal wooden building, painted white, with oil store combined.

The Government has acquired by purchase from Mr. Medard Paquin, of the parish of Point du Lac, about 20 feet by 70 feet, French measure, of lands upon which the tower is erected, for the sum of £7 10s. Mr. Theodore Doucet, Notary Public. Deed of sale, dated 19th May, 1857.

NO. 3 LIGHTSHIP, LAKE ST. PETER.

Lat. 46° 15' 56" N; Long. 72° 42' 18" W.

(AMADIE MAGNON, *Keeper.*)

A fixed white catoptric light; three No. 1 flat-wick lamps, attached to one fountain; size of glass, $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$ inch: consumes about 120 gallons of oil per season.

This ship is removed at the approach of winter on account of ice, and is laid up at Sorel.

May 15th, 1877.—Delivered stores; inspected the ship, lights, &c., and found all in good order.

Description of Lightship at this Station.

The lightship is built of iron and painted, and was put on her station for the first time in 1856.

NO. 2 LIGHTSHIP, LAKE ST. PETER.

Lat. 46° 11' 39" N; Long. 72° 53' 20" W.

(HECTOR FISET, *Keeper.*)

A fixed white catoptric light; one mammoth circular-wick lamp; size of glass, $26\frac{1}{2} \times 26\frac{1}{2} \times \frac{1}{8}$ inch: consumes about 120 gallons of oil per season. Removed at the approach of winter, and laid up at Sorel.

May 15th, 1877.—Delivered stores; inspected the lights and ship, &c.

Description of Lightship at this Station.

The lightship is built the same as the others, and is painted red. Arrangements have been made to secure the correct marking of the depth of water on the flats of Lake St. Peter.

Repairs to this vessel will require to be made next winter, estimated to cost about \$1,200, which will put her in good condition for many years service.

NO. 1 LIGHTSHIP, LAKE ST. PETER.

Lat. 46° 9' 39" N.; Long. 72° 56' 50" W.

(A. AUGER, *Keeper.*)

A fixed white catoptric light; one mammoth circular-wick lamp; size of glass, $\times 26\frac{1}{2} \times \frac{1}{8}$ inch: consumes about 120 gallons of oil per season.

This vessel is removed at the approach of winter on account of ice, and is laid up at Sorel.

May 15th, 1877.—Delivered stores, inspected the lights, ship, &c.

This lightship is built the same as the others, and painted red.

ISLE AUX RAISINS LIGHTHOUSES, ON THE ISLAND.

North side of Island.

Lat. $46^{\circ} 6' 14''$ N. ; Long. $72^{\circ} 57' 50''$ W.

South side of Island.

Lat. $46^{\circ} 6' 0''$ N. ; Long. $72^{\circ} 58' 0''$ W.(O. LETENDRE, *Keeper.*)

Two fixed white catoptric lights; towers about ten acres apart, each of which is fitted with a No. 1 flat-wick lamp, and a 15-inch reflector; size of glass in upper lantern, $36 \times 36 \times \frac{1}{8}$ -inch, and $36 \times 21 \times \frac{1}{8}$ -inch; lower lantern $20 \times 31 \times \frac{1}{8}$ -inch: consumes about 100 gallons of oil per season.

The pier on which the tower stands requires some repairs, which, as well as lining the rooms in the tower, was done in the fall.

May 15th, 1877.—Landed stores; inspected the lights, &c., and found them in good order.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, painted white, with oil stone combined, erected on piers.

The Government owns $17\frac{1}{2}$ acres of land, purchased from Mr. Joseph Pallus and Mr. Oliver Pallus, for lighthouse purposes.

ISLE A LA PIERRE LIGHTHOUSE, POINT OF THE ISLAND.

Lat. $46^{\circ} 5' 54''$ N. ; Long $72^{\circ} 59' 40''$ W.(J. LAMOUREAUX, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick burners, with 15-inch reflectors; size of glass, $28 \times 36 \times \frac{1}{8}$: consumes about 60 gallons of oil per season.

The Department has taken steps to secure the necessary wooded land for its necessary protection against the ice, which would carry the tower away if the trees were cut down, and the following property has been purchased, viz:—

4 arpents and 40 perches from Mr. Gilbert Berard for \$330.
4 " 40 " " Bruno Cardin for \$330.
12 " 20 " " Theo. Letendre for \$915.

May 15th, 1877.—Stores were landed; lights, &c., inspected, and found all in good order.

Description of Lighthouses at this Station.

They are two square wooden buildings, painted white, with oil store combined.

ISLE DE GRACE LIGHTHOUSE, ON THE ISLAND.

Lat. $46^{\circ} 4' 13''$ N. ; Long. $72^{\circ} 2' 34''$ W.(EDWARD PAUL, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps, 15-inch reflectors; size of glass, 19×30 : and consumes about 60 gallons of oil per season. This light indicates the Island.

May 15th, 1877.—Landed stores; inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small octagonal wooden building, painted white, with oil store combined.

The Government has acquired by purchase from the Rev. Hillaire Millior, Curé, a piece of land 60 feet square feet, French measure, for the sum of \$30. Mr. Theodore Doucet, Notary Public. Deed of sale, dated 2nd September, 1871.

SOREL HARBOUR LIGHT.

Lat. 46° 2' 30" N.; Long. 73° 7' 18" W.

Two red lights on the Richelieu Company's Wharf to indicate the harbour, are maintained by the Company at an allowance of \$85 per season.

LAVALTRIE LIGHTHOUSE, SOUTH SIDE OF THE ISLAND.

Lat. 45° 52' 55" N.; Long. 75° 18' 0" W.

(D. GIGUERE, *Keeper.*)

A fixed white catoptric light; two mammoth flat-wick lamps; 15-inch reflectors in each of the two towers, which are 320 yards apart; size of glass, 25 × 20½ × 1½-inch: and 23 × 28 × 1½ consumes about 120 gallons of oil per season.

May 15th, 1877.—Landed stores; inspected the lights, &c., and found in good order.

This is an old lighthouse. Some necessary repairs were made to the wharf, and it was covered with iron for protection against ice.

Description of Lighthouses at this Station.

The lighthouses are small square towers, built of wood, painted white, with oil store combined.

The Government has acquired by purchase from Mr. Albert Lesiege dit Lafontaine, a piece of land 30 square feet, for the sum of \$50. Mr. Theodore Doucet, Notary Public. Deed of sale, dated May 5th, 1859.

A ground rent of \$30 per annum is also paid to Mr. G. De Lanondière, for the other light.

CONTRECEUR LIGHTHOUSE, SOUTH SHORE.

Lat. 45° 49' 52" N.; Long. 73° 17' 0" W.

(N. LONG, *Keeper.*)

A fixed white catoptric light on a small pier near the water's edge, situated above Contreœur Church; one No. 1 flat-wick lamp, 15-inch reflector; size of glass, 25½ × 34 × 1½-inch: consumes about 25 gallons of oil per season.

May 15th, 1877.—Landed stores; inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, and with oil store combined.

The tower is removed every fall on account of the ice.

The Government acquired by purchase a piece of land 30 × 40 feet from Mr. F. Lacroix, for the sum of £6 15s. Mr. Theodore Doucet, Notary Public. Deed of sale, dated May 7th, 1858.

CONTRECŒUR LIGHTHOUSE, SOUTH SHORE.

Lat. 45° 49' 52" N.; Long. 73° 17' 0" W.

(J. GERVAIS, *Keeper.*)

A fixed white catoptric light, precisely similar to the other, and is situated about two and a half miles above Contrecœur Church. It consumes about 25 gallons of oil per season.

May 15th, 1877.—Inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a wooden building, painted white, with oil-store combined.

The Government has acquired by purchase a piece of land 25 feet square, French measure, from Mr. Thomas Roy, for the sum of £6 5s. Mr. Theodore Doucet, Notary Public. Deed of sale, dated May 5th, 1857.

ISLE AUX PRUNES LIGHTHOUSE, ON THE ISLAND.

Lat. 45° 46' 50" N.; Long. 73° 22' 30" W.

(J. B. LAROSE, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps with 15-inch reflectors; size of glass, 32 x 20½ x ½-inch; consumes about 25 gallons of oil per season. This lighthouse is built on a pier, and is taken away every fall on account of the ice.

The new pier, costing \$1,026, was built at this station to replace the one destroyed by ice.

May 15th, 1877.—Landed stores; inspected lights, &c., found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, with oil-store combined.

The Government has acquired by purchase from Mr. Olivier Chagnon *dit* Larose, a piece of land 50 feet square for the sum of \$60. Mr. Theodore Doucet, Notary Public. Deed of sale dated February 20th, 1866.

REPENTIGNY LIGHTHOUSE, NORTH SHORE.

Lat. 45° 45' 2" N.; Long. 73° 26' 8" W.

(C. RIVET, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp, 15-inch reflector; size of glass 36 x 36 x ½-inch: consumes about 25 gallons of oil per season.

May 16th, 1877.—Landed stores; inspected the lights, &c., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a square wooden building, painted white, with oil store combined.

The Government purchased from the proprietor, Mr. C. Rivet, the lighthouse keeper, a piece of land 40 feet square, on which the lighthouse is built.

 REPENTIGNY LIGHTHOUSE, 170 YARDS FROM THE OTHER TOWER.

Lat. 45° 45' 2" N.; Long. 73° 26' 8" W.

(J. B. LACHAPELLE, *Keeper.*)

This light is similar in every respect to the other light, except its being but fourteen feet high, and is situated 170 yards from the other light; consumes about 25 gallons of oil per season.

May 16th, 1877.—Landed stores; inspected the lights, and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small square wooden building, painted white, with oil-store combined.

The Government acquired by purchase, from Mr. Joseph Grenier, a piece of land 24 feet square, for lighthouse purposes.

ISLE À LA BAGUE LIGHTHOUSE, NORTH SIDE OF THE ISLET.

Lat. 45° 44' 14" N.; Long. 73° 26' 15" W.

(J. ETHIER, *Keeper.*)

A fixed white catoptric light; two No. 1 flat-wick lamps, 15-inch reflectors consumes about 50 gallons of oil per season. On account of the ice, this light is always removed in the fall.

May 16th, 1877.—Landed stores; inspected the lights, etc., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is an octagonal building of wood, painted white, with oil store combined.

The Government has purchased the whole of the island, from Mr. Henry O. Andrews, for the sum of £50. Mr. Theodore Doucet, Notary Public. Deed of sale, dated 18th February, 1848. Some necessary repairs to wharf were attended to.

ISLE STE. THÉRÈSE LIGHTHOUSES, ON THE ISLAND.

Lat. 45° 41' 22" N.; Long. 73° 27' 40" W.

(THEO. BRADEUR, *Keeper.*)

Fixed white catoptric lights; two towers 220 yards apart, with three No. 1 flat-wick lamps and 15-inch reflectors in each tower; size of glass, 34 × 34 × $\frac{1}{4}$ and 36 × 34 × $\frac{1}{4}$ -inch: consumes about 150 gallons of oil per season.

May 16th, 1877.—Landed stores; inspected the lights, etc.; found all in good order, with exception of the building, which requires painting.

Description of Lighthouses at this Station.

The lighthouses are two square wooden buildings, painted white, with oil stores combined.

The Government owns a piece of land of about 24 feet square at each of the two towers, purchased from Mr. Massue, and Mr. Bradeur.

ISLE STE. THÉRÈSE LIGHTHOUSE, NORTH SIDE OF THE ISLAND.

Lat. ° ' " N.; Long. ° ' " W.

(SAMUEL REEVES, *Keeper.*)

A fixed white catoptric light; one No. 1 flat-wick lamp, 15-inch reflector; size of glass, $36 \times 34 \times \frac{1}{4}$ inch: consumes about 30 gallons of oil per season.

May, 16th, 1877.—Landed stores; inspected the lights, etc., and found all in good order.

Description of Lighthouse at this Station.

The lighthouse is a small wooden building, painted white, with oil store combined. There is also a small square wooden building near to it, for a dwelling-house for the keeper.

The Government occupies a piece of land about 24 feet square, which belongs to the heirs of Mr. Rivet, and cannot be sold, on account of the absence of some of them.

POINTE AUX TREMBLES LIGHTHOUSE, NORTH SHORE.

Lat. $45^{\circ} 38' 26''$ N.; Long. $73^{\circ} 29' 20''$ W.(ANTOINE LAMOUREUX, *Keeper.*)

Two fixed white catoptric lights, 600 yards apart: one mammoth flat-wick lamp, with 16-inch reflectors in each tower; size of glass, $33 \times 36 \times \frac{1}{4}$ inch, and $30 \times 33 \times \frac{1}{4}$ inch: consumes about 100 gallons of oil per season.

May 16th, 1877.—Landed stores; inspected the lights, etc., and found all in good order.

Description of Lighthouses at this Station.

The lighthouses are octagonal wooden buildings, painted white, with oil stores combined.

The Government acquired, by purchase from Mr. Antoine Lamoureux, a piece of land of 25 square feet, for the sum of £25. Mr. Theodore Doucet, Notary Public. Deed of sale, dated August 31st, 1867. Also, from Mr. François Beaudoin, a piece of land 30 feet square, for the sum of \$30. Mr. A. Lecours, Notary Public. Deed of sale, dated May 30th, 1859.

MONTREAL HARBOUR LIGHTHOUSES.

Lat. $45^{\circ} 30' 22''$ N.; Long. $73^{\circ} 33' 14''$ W.(WM. JEFFS, *Keeper.*)

Two fixed red lights, 73 yards apart; one 38 feet and the other 29 feet above the water's edge. They indicate the deepest channel to and from the Harbour.

There is a mammoth flat-wick lamp, with a 16-inch reflector, in each tower; consumes about 100 gallons of oil per season.

Landed stores; inspected the lights, &c.; found all in good order.

The necessary repairs having been done to the buildings to enable them to serve two or three years longer.

Description of Lighthouses at this Station.

The lighthouses are two octagonal wooden buildings, painted white, with oil stores combined.

LIGHTHOUSES BETWEEN ST. JOHNS, PROVINCE OF QUEBEC, AND
THE BOUNDARY LINE, LAKE CHAMPLAIN.

ASH AND BLOODY ISLAND LIGHTS.

Lat. 45° 1' 20" N.; Long. 73° 25' 0" W.

Lat. 45° 1' 0" N.; Long. 73° 24' 50" W.

(J. W. HAMMOND, *Keeper*.)

Ash and Bloody Island Range Lights are about three quarters of a mile apart. They are placed in range with the channel above the Islands, and the side lights are to show the channel past the west side of both Islands.

Ash Island lighthouse is a square framed tower with small dwelling attached, and painted white.

The lights are about 44 feet above water, the main one shewing in the direction of the low lights on Bloody Island. The lights on Bloody Island are in a small white building, on a timber pier, about 14 feet above water. The main light shewing up stream in the direction of the channel. There are two flat-wick lamps and two reflectors in each building.

I personally visited these lights with the Deputy Minister, and found all in good order. An expenditure of about \$20 was allowed to take means to prevent the water washing away the shore and injuring the foundations of the tower at Ash Island.

LACOLLE LIGHTHOUSE.

(W. H. SAUVILET, *Keeper*.)

Two towers forming range lights, leading between Lacolle and St. Valentine. Upper tower contains one mammoth flat-wick lamp, 15-inch reflector; size of glass, 32 x 36 x $\frac{1}{8}$ -inch. The lower tower contains two mammoth lamps, 15-inch reflectors; size of glass, 36 x 30 x $\frac{1}{8}$ -inch. A side-lamp indicates these points to passing vessels before they come into range. Visited these lights with the Deputy Minister of Marine, and found all in good order.

ST. VALENTINE LIGHTHOUSE.

(P. MARTIN, *Keeper*.)

Two towers, eleven and a half miles from St. Johns, and six and a half miles from north half way point. These are range lights, leading across the river at the foot of Isle aux Noir. The upper tower contains one mammoth flat-wick lamp, 16 inch reflectors; size of glass, 36 x 20 x $\frac{1}{8}$ -inch. The lower tower contains two mammoth flat-wick lamps. 16-inch reflectors; size of glass, 32 x 36 x $\frac{1}{4}$ -inch. Visited these lights with the Deputy Minister of Marine and found all in good order.

NORTH OF HALFWAY POINT LIGHTHOUSES.

(D. MENARD, *Keeper*.)

Two towers on the south side of the river, five miles from St. Johns.

These are range lights leading between Halfway Point and Ile aux Noir. The upper tower contains one mammoth flat-wick lamp, 20-inch reflector; size of glass, 36 x 36 x $\frac{1}{4}$ -inch. Lower tower contains two mammoth flat-wick lamps; 16 inch reflectors; size of glass, 32 x 36 x $\frac{1}{4}$ -inch; visited these lights, with the Deputy Minister of Marine, and found all in good order.

GENERAL LIGHTHOUSE SERVICE.

QUEBEC, 16th July, 1877.

SPECIAL REPORTS TO THE AGENT.

SIR,—According to your instructions, I went to Platon to remove the small lighthouse. On Monday, the 28th May, all the work necessary was completed.

On the 4th June, I left to look after repairs of wharves, lighthouses, &c., between Quebec and Montreal, and placing of lamps at Cap de la Madeleine, &c. At Cap de la Madeleine, I placed two mammoth flat-wick lamps; at Point du Lac, one mammoth flat-wick lamp. At this place I found that a large tree was obstructing the light; the keeper, for four dollars, was to have it removed.

At Isle a la Bague, Repentigny, I found all repairs to lighthouse and wharf completed; and on the 7th June, the west face of the wharf at Lavaltrie was covered with iron, and all the work completed.

On the 10th July, I went up to Platon and replaced two No. 1 circular lamps by four mammoth flat-wick lamps. I tested them before leaving and found they were a decided improvement on the ones that were up.

I also visited Cap de la Madeleine, and took possession of the land acquired by the Government from Zenobe Toupin for the lighthouse, which is kept by Paul Manuel. The ground measures eighteen feet by thirty-six feet.

On the 19th July, at the same lighthouse, I put one pane of glass 36 x 36 x $\frac{1}{4}$ inch to the large light.

At Grondines on the 21st July, I altered the lamps in the small lighthouse.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) JEAN NADEAU.

To J. U. GREGORY, Esq., Agent,

Department of Marine and Fisheries,

Quebec.

SIR,—According to instructions received from you, on the 3rd July, I went down to the Pillars, to have the four corners of the Algernon Rock tower painted in black, and have it properly done; all the work was completed before I left.

On the 31st July, I went up the Saguenay river, to ascertain the position of the different buoys, and have to inform you, that there are six red, five black, one white and one chequered, and their position, I have, in company with Captain Octave Tremblay, marked off on the chart.

I made enquiries at the Registry Office, Chicoutimi, to ascertain who is the real proprietor of the land where the upper light is placed.

Three parties claim to be the owners, namely, George Gilbert, one Moreau, and Jeremie Marier; the latter, who is the light keeper, has built a house, having rented the place for a long period from Mr. George Gilbert, and considers himself proprietor.

I think the only way to arrive at the truth is to have the land &c., surveyed.

I have the honour to be, Sir,

Your obedient servant,

(Signed) JEAN NADEAU.

To J. U. GREGORY, Esq., Agent.

Department of Marine and Fisheries,

Quebec.

QUEBEC, 1st August, 1877.

SIR,—According to your instructions, to carefully examine into the condition of the engines and boilers of the steam fog-whistles on the coast, to see how long they would run without much repairs. I have examined them all, and find that they will with good care run from eight to ten years, with the exception of some new tubes in the boilers, of which they have all a spare set on hand; also a patent tube expander, and can always be put in by the engineer in charge of them in a short time. This examination was made during the spring trip of the steamship "Napoleon III," to the different stations in the eastern district.

I am, Sir,

Your obedient servant,

(Signed) WILLIAM BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries,
Quebec.

QUEBEC, 8th November, 1876.

SIR,—In conformity with your orders of the 6th instant, I went up to St. Pierre les Becquets Lighthouse, to examine as to the cause of the light not showing well, as was reported to you by Captain Nelson of the steamer "Montreal."

On my arrival there, the keeper stated that his lamp had taken fire and smoked the reflector. I had the old lamp taken down, and a new lamp put up, also a reflector, and told the keeper, as the nights were very long in the fall, to have the lamps well trimmed at midnight. When I left at 3 a.m., the lamps were all in good order and showing well.

I am, Sir,

Your obedient servant,

(Signed) WILLIAM BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries,
Quebec.

QUEBEC, 11th December, 1876.

NEPTUNE FOG HORN.

SIR,—I have examined the Neptune fog-horn, and was at the trial at Montreal, on the 6th instant, when it was heard on land a distance of two and a half miles off, notwithstanding some 20 houses and a clump of trees intervening.

It is my opinion that the present horn could be useful, where not required to be heard from over two to five miles, and if built upon the same principle, but if much larger size, it would render excellent service to navigation in many localities,—it is very economical, requiring no fuel.

I have the honour to be, Sir,

Your obedient servant,

(Signed,) WILLIAM BARBOUR.

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent,
Department of Marine and Fisheries,
Quebec.

LOG OF DOMINION STEAMSHIP "NAPOLEON III" CAPTAIN A. DEPRES.

Sept. 25th, 1876.—Received orders from Mr. Gregory to proceed to supply the lights in the River and Gulf of St. Lawrence, and left at 11 a.m.; fine clear weather.

Sept. 26th.—Anchored at Matane at 8 a.m., and left at 9.30 for Point des Monts, and arrived there at 1.30 p.m.; landed supplies and left at 2.40 p.m. for Egg Island, arriving there at 5 p.m.; landed supplies.

Sept. 27th.—Blowing a gale of wind, E. S. E.; at anchor all day.

Sept. 28th.—Left at 6.20 a.m. for Seven Islands; at 11.30 a.m. passed Seven Island lights; impossible to land; had to go into the bay to anchor.

Sept. 29th.—At 5.15 a.m. left the bay for the lighthouse, where we landed the supplies, with a good deal of trouble and left there at 7 a.m. for the West Point of Anticosti, where we arrived at 6.15 p.m., landed the supplies, and were obliged to lie there all night.

Sept. 30th.—We left at 4.25 a.m. for Ellis Bay, where we arrived at 6 a.m., landed the supplies and left at 10 a.m., for the South-west Point of Anticosti and arrived there at 2.30 p.m.; landed the supplies, and on account of the state of the weather remained there all night.

Oct. 1st.—Left at 6 a.m., for South Point of Anticosti, and anchored there at 11.30 a.m. We landed the supplies here with a good deal of trouble on account of heavy swell in shore, and remained there until 11.30 p.m., when we left for East Point of Anticosti.

Oct. 2nd.—Arrived at East Point at 5.20 a.m.; landed the supplies and left there at 9.15 a.m., for Cape Rosier, where we arrived at 9.15 p.m., and landed supplies.

Oct. 3rd.—Left at 5 a.m. for Cape Gaspé, and arrived there at 6 a.m., when we landed the supplies, and left there at 7.30 a.m. for Gaspé Basin, where we took in a fresh supply of coal and water.

Oct. 4th.—Alongside the wharf in Gaspé Basin, coaling.

Oct. 5th.—Left Gaspé Basin at 4 a.m. for Bird Rocks, and at 8 p.m. arrived there, but it was impossible to land on account of heavy weather—wind blowing strong from north-west, and at 9 p.m. left for the Straits of Belle Isle.

Oct. 6th.—At 7 p.m. arrived and hove to off Point Rich, and on account of the heavy swell on shore was obliged to lay there all night.

Oct. 7th.—Anchored at 5.30 a.m. at the Point, where we landed the supplies, the swell having calmed down—on account of the threatening state of the weather, heavy rain and fog, went into Port Saunders for safety at noon, and waited there for a change of weather.

Oct. 8th.—At 8.15 a.m. we left there, the weather having changed, for Forteau, and arrived there at 2.45 p.m.; as it was quite impossible to land supplies, we anchored in the Bay to wait for a chance.

Oct. 9th.—We landed the supplies at 5 a.m., and at 8 a.m. left for Cape Norman, where we anchored at 1 p.m. Strong N. W. wind; found it impossible to land that evening.

Oct. 10th.—Still at anchor; blowing a gale from N.W. until 4 p.m., when the weather moderated, and we landed the supplies.

Oct. 11th.—At 2.20 a.m. we left Cape Norman for Belle Isle; wind south, and appearance of bad weather, and at 3.50 a.m. arrived; impossible to land, and we went into Chateau Bay for shelter; while there, blowing a gale and thick fog; both anchors down, and the steam up, to prevent her going ashore.

Oct. 12th.—Still blowing a gale from N.N.W., and at anchor in Chateau Bay

Oct 13th.—Still at anchor, and blowing a gale from N.N.W.

Oct. 14th.—Still at anchor; in morning, at 6 a.m., weather moderated and got fine.

Oct. 15th.—At 5.40 a.m. we left Chateau Bay for Belle Isle, and arrived there and anchored at 7 a.m. Landed the supplies and the carpenters we had taken down

to repair the lighthouse; left Belle Isle at 1 p. m. for shelter in Chateau Bay, to wait for the carpenters to finish their work.

Oct. 16th.—At anchor in the Bay; wind S.S.E.; fog.

Oct. 17th.—At noon wind S. W. and heavy snow storm, which continued all day.

Oct. 18th.—At 8 a.m. wind N.W.; but still blowing too fresh to land at Belle Isle.

Oct. 19th.—At 9 a.m. wind N.W. Left for Belle Isle, and after some trouble got carpenters on board by noon, and then left Belle Isle for Cape Ray; hove log at 6 p.m. off Forteau.

Oct. 20th.—At 8 a.m. weather calm and fine; took in the log; found we had made $136\frac{1}{2}$ miles from 6 p.m.; at 4 p.m. off Cape George; strong W.S.W. wind, fog and rain; at 8 p.m. hove too off Cape Ray to wait for daylight.

Oct. 21st.—Anchored at Cape Ray; fine clear weather; landed all the supplies, and at 1 p.m. left for the Bird Rocks, where we arrived at 10 p.m.; worked all night landing supplies..

Oct. 22nd.—At 10 a.m. supplies all landed, we left for Magdalen Islands, and anchored at Entry Island at 2 p.m. and landed the supplies for Entry Island Light, and remained there all night.

Oct. 23rd.—At 6 a.m. we left for Amherst Island Light, and arrived at 7:30 a.m. Landed the supplies and left again at 9 a.m. for House Harbour, where we landed the supplies for Etang du Nord Light. Wind from eastward, and thick fog; at anchor all day.

Oct. 24th.—Weather having cleared we left at midnight for Gaspé; at 8 a.m. thick fog; engines half speed 1 p.m.; thick fog; hove too all day and all night.

Oct. 25th.—Gaspé land in sight at 9 a.m. Weather clearing up, engines full speed; we started for Gaspé Basin where we arrived at 2 p.m. to take in a fresh supply of coals.

Oct. 26th.—Having finished coaling at 2 p.m. we left for Madeleine River Light, and arrived there at 10.15 p.m. Landed the supplies at once, and left at midnight for Martin River.

Oct. 27th.—Arrived at Martin River at 4:15 a.m. Landed the supplies and left at 7.15 a.m.; wind west, and fine for Quebec; at 8:45 p.m. off Bic, with a strong N. N.W. wind.

Oct. 28th.—At 10 a.m. arrived in Quebec; received orders to go alongside the wharf.

Oct. 29th.—At wharf.

Oct. 30th.—At wharf

Oct. 31st.—Received orders from Mr. Gregory, Agent, to discharge half of the crew, and to prepare the ship to go into winter quarters at Blais Booms.

SPRING, 1877.

Repairing and Painting the Ship for the opening of Navigation.

April 25th, 1877.—Left Blais Booms at 5 a.m. with the steamship "Lady Head" in tow, to come alongside of Queen's Wharf; river full of ice; lay alongside the wharf.

May 21st.—Received orders from Mr. Gregory to proceed to St. Lawrence Dock, Point Lévis, for coal.

May 29th.—Having finished coaling, we returned to the Government Wharf, and immediately made arrangements for the spring supply trip for lighthouses for the River and Gulf of St. Lawrence.

June 5th.—Began taking in supplies.

June 26th.—Received orders from Mr. Gregory, as supplies were all on board, to proceed at once, and left at 11 a.m. with full crew, and provisions and stores for the lighthouses of the River and Gulf, from Green Island down to Belle Isle, Anticosti Island, Cape Ray, Bird Rocks, Magdalen Islands, Prince Edward Island, North Shore

of New Brunswick, Baie des Chaleurs and Gaspé Coast. At 11 p.m. same day arrived at Green Island, and landed some powder for station.

June 27th.—Left Green Island at 1 a.m.; arrived at Bicquet at 3 a.m. Landed some powder, and the supplies. Left at 4.20 a.m. for Father Point, where we arrived at 6 a.m. Landed powder, and left at 7 a.m. for Manicouagan Lightship; arrived at 10.45 a.m., and left at 11 a.m. for Point des Monts; arrived at 3.20 p.m.; landed supplies and powder here, and left for Seven Islands Lights at 5.20 p.m.

June 28th.—Anchored at Seven Islands Light at 1 a.m.; landed the supplies and the keeper's family, and left at 5.30 a.m. for the West Point Anticosti; arrived at 1 p.m., landed the supplies, and left at 7.20 p.m. for the South-West Point.

June 29th.—Stopped engines at 12.30 a.m. off the South-West Point to wait daylight to anchor; at 3.30 a.m. anchored, landed the supplies, and at 11.30 a.m. left for the South Point, where we arrived at 5.45 p.m. and landed the supplies.

June 30th.—At 1 a.m. left South Point for East Point; arrived at 4 a.m., landed supplies, and left at 8 a.m. for Cape Rosier, and anchored there at 8 p.m., where we landed supplies, as also Mr. Barbour, Inspecting Engineer, and all hands to mount fog-gun on new carriage and to put new vent in gun.

July 1st.—Left Cape Rosier at 3 a.m. for Gaspé Basin to take in fresh supply of coal and water, where we arrived at 5 a.m. (Sunday.)

July 2nd and 3rd.—Busy at wharf coaling and taking in water, also supplies (from a schooner) that had been brought down from Quebec.

July 4th.—Left at 10 a.m. for Cape Gaspé; anchored at 11.15 a.m. there, where we were landing supplies until 6 p.m., and left for Bird Rocks at 6:25 p.m.

July 5th.—Arrived at Bird Rocks at 8:30 a.m.; began to land supplies under difficulties on account of heavy swell on land, and finished landing at 8 p.m. At 8:30 p.m. left for Cape Ray.

July 6th.—Arrived at Cape Ray 5 a.m., very heavy swell on shore; landed the new fog-whistle with considerable trouble, but could not land the supplies until on our return trip. Left at p.m. for Point Rich, Straits of Belle Isle.

July 7th.—At 4 a.m., weather, which since leaving Quebec had been fine, turned foggy, and at 9 a.m. slowed engines; thick fog. At 1 p.m., weather clearing up, steamed full ahead, and arrived at Point Rich at 3.30 p.m., when we landed the supplies, and left at 6.40 p.m. for Forteau.

July 8th.—Anchored at Forteau at 12.30 a.m.; landed the supplies for the light at 4 a.m., and left at 8.30 a.m. for Belle Isle; arrived and anchored at Belle Isle at 2 p.m.; began to land supplies, but at 5 p.m., wind having come strong from westward, found it impossible to land any more, and left for Chateau Bay for shelter; anchored there at 8 p.m.; strong wind.

July 9th.—Both anchors down; raining at intervals; still in the bay.

July 10th.—In the bay; thick fog and strong wind.

July 11th.—Still blowing very strong, and thick fog.

July 12th.—Weather clearing; left Chateau Bay at 7 a.m. for Belle Isle; at 9 a.m. outside of the bay; came on to blow from the west, and very thick fog—obliged to return to bay for shelter; at 5 p.m. wind moderated, and fog clearing off, left for Cape Norman, as found it quite impossible to supply Belle Isle, on account of heavy swell; anchored at Cape Norman at 5.45 p.m., landing the supplies, which we completed at 8 p.m.; thick fog.

July 13th.—Thick fog; strong breeze from west all day; impossible to proceed.

July 14th.—At 4 a.m. still at anchor; at 10.30 a.m., fog clearing up, light wind, left for Belle Isle; at 1.30 p.m. anchored at Belle Isle and landed the remainder of the supplies, and at 5.30 p.m. left for Greenly Island, to land a new lantern for the lighthouse in course of construction there.

July 15th.—Anchored at Greenly Island at 3 a.m., and all day, until 5 p.m., landing the lantern, etc., then left for Cape Ray.

July 16th.—At 2 a.m. thick fog, wind N.E.; at 6 a.m., weather clearing up, saw the land of Bay of Islands; at 6 p.m. anchored at Cape Ray; thick fog coming on, found it impossible to land.

July 17th.—At 5 a.m. weather clearing up fine, could not land supplies on account of the swell; sent orders on shore to keeper to get both fog-whistles to blow, so as we could test them at a distance of five miles off (see Inspecting Engineer's Report); dead calm; Mr. Barbour, Inspecting Engineer, decided to land the supplies at 10 a.m., in bay, which was done, and we left at 12 noon for Magdalen Islands; arrived there at 11.30 p.m.; could not make Entry Island Light; had to anchor outside and wait for daylight; weather calm and fine.

July 18th.—At 2 a.m. thick fog, good breeze from south; at 9 a.m. left anchorage to go into Pleasant Bay; at 11 a.m. anchored at Entry Island, thick fog, strong wind; landed the supplies; left at 4 p.m. for Amherst Island; arrived at 5 p.m., and landed the supplies; lay there all night.

July 19th.—Left for House Harbour at 3 a.m. and arrived at 5 a.m.; landed the supplies, also Mr. Barbour, for the lighthouse for Etang du Nord; left at 2.30 p.m. for Pictou, for supply of coals and water.

July 20th.—Arrived at Pictou at 5 a.m., and proceeded at once to coaling ground and began to coal immediately.

July 21st.—Finished coaling at 4 p.m., and went down to the town and anchored.

July 22nd.—Went in alongside of wharf, to be ready to take in supplies and Mr. James Mitchell, Inspector of Lighthouses for New Brunswick.

July 23rd.—Left Pictou at 11 a.m. for Charlottetown; arrived at 4 p.m., and began discharging 100 barrels of oil for the lighthouses on the Island; lay there all night on account of bad weather.

July 24th.—At 3.45 a.m., left for Cape Jouriman Lighthouse; arrived there at 8 a.m., but impossible to land, blowing too heavy, and crossed over to Summerside to land two cannon and some powder; arrived alongside of wharf at 10 a.m.; left at 7 p.m., wind moderated, to return to Cape Jouriman; arrived there at 9 p.m., and landed the supplies; left at 11.30 p.m. for Shediac.

July 25th.—Anchored in Shediac Bay at 3 a.m.; landed the supplies and left at 5 a.m., for Richibucto; arrived at 8.30 a.m., landed the supplies, and left at 10 a.m. for Point Escuminac; anchored there at 12.30 p.m.; landed supplies and proceeded to Portage Island; arrived there at 4.45 p.m.; landed the supplies and anchored there until morning.

July 26th.—Left Portage Island at 3 a.m. for Neguac; arrived at 5.30 a.m., and landed the supplies. Left at 7 a.m. for Tabusintac; arrived there at 8 a.m. Left at 9.30 for Pokemouche; arrived there at 12 noon; landed the supplies. At 1 p.m. left for Shippegan; arrived there at 2 p.m.; landed the supplies. Left at 3 p.m. for Miscou; arrived at 7 p.m.; landed the supplies. Left for Goose Lake Lighthouse; arrived there at 10.15 p.m. and landed the supplies.

July 27th.—Left Goose Lake at 3.30 a.m. for Caraquet; arrived at 6 a.m.; landed the supplies; and left at 8.30 a.m. for Heron Island; arrived there at 1.30 p.m. Left after landing supplies at 3 p.m. for Dalhousie; arrived at 4 p.m.; landed the supplies, also Mr. Mitchell. Left at 5 p.m. for Carleton and arrived at 6 p.m.; landed the supplies. Left then for Paspebiac; anchored there at 1.10 p.m.; landed the supplies.

July 28th.—Left Paspebiac at 4 a.m. for Maquereau Point; arrived at 6.30 a.m. and landed the supplies. Left at 8 a.m. for Cape Despair, and at 10 p.m. anchored there. Left at 1.15 p.m. for Percé Light; arrived at 2 p.m.; landed the supplies, and left at 3 p.m. for Gaspé Basin; arrived at Gaspé at 6 p.m.

July 29th.—Sunday, alongside of the wharf until 6 p.m. Left then for the west point of Anticosti; when off Sandy Beach, thick fog; anchored until it cleared up.

July 30th.—At 8 a.m. weather clearing up left for the West Point, at 1.30 p.m.; again thick fog, engines at half speed; at 3 p.m. stopped engines; at 6 p.m. fog clearing off made for Ellis Bay and anchored there at 7.30 p.m.; strong northerly wind.

July 31st.—Left Ellis Bay at 5 a.m. for West Point Anticosti; arrived at 7 a.m. Sent boat ashore and brought back the carpenters that had been left there to build the breakwater on the way down. Left at 8.30 a.m. for Madeleine River; arrived there at 2 p.m.; landed the supplies. Left at 4.30 p.m. for Martin River; arrived at Martin River at 8.15 p.m. and landed the supplies. Left at 10 p.m. for Quebec.

August 1st.—At 11.30 a.m. off Bic ; at 8 p.m. received a buoy from the Upper Lightship ; at 10 p.m. anchored at L'Islet.

August 2nd.—Left L'Islet at 5 a.m. and arrived at Quebec at 9.30 a.m. and received orders from Mr. Gregory to discharge some of the crew.

August 3rd.—Busy cleaning, repairing and painting the ship for the fall voyage to the lighthouses.

A. C. DESPRÉS,

Master S.S. Napoleon.

LOG OF DOMINION STEAMER "DRUID," CAPTAIN A. MARMEN.

Oct. 1st to 12th, 1876.—At the Government wharf, Quebec, taking in coal, also supplies, timber, &c., to build the breakwater at Algernon Rock.

Oct. 13th.—Left Quebec at 4 a.m. with Mr. Cameron, contractor ; at 8 a.m. stopped at L'Islet wharf to take in labourers. Left there ; and at 11 a.m. anchored off Algernon Rock.

Oct. 14th.—Discharging material, &c.

Oct. 15th.—Left Algernon Rock at 3 a.m., and arrived in Quebec at 7 a.m.

Oct. 16th, 26th, 27th.—At the wharf in Quebec ; left Quebec at 11.30 a.m. to go in search of the schooner "Marie Louise" reported to have small pox on board ; at 3 p.m. found her at anchor in Quarantine ground, Grosse Isle ; we left immediately and returned to Quebec, arriving there at 8 p.m.

Oct. 28th to Nov. 12.—At Wharf at Quebec.

Nov. 12th.—Crossed at Point Lévis to go into George Davies' Floating Dock.

Nov. 14th.—Towed over in the floating dock to Palais Harbour for winter quarters.

April 18th, 1877.—Left winter quarters in the dock, and was towed over to George Davies', Point Lévis, and at 9 p.m. left the dock and proceeded to the breakwater to take in coals.

April 19th and 20th.—Coaling.

April 21st, 22nd and 23rd.—At breakwater waiting for lake ice to pass down and the harbour to clear.

April 24th and 25th.—At Government Wharf taking on board the buoys for the Lower River St. Lawrence.

April 26th.—At 4 a.m. left to place the buoys, at the same time towed down the Manicouagan Lightship ; at 10 a.m. anchored at Isle aux Reaux ; river full of ice.

April 27th.—At 8 a.m. placed Grosse Isle and Crane Island buoys, and anchored at Crane Island ; river full of ice ; wind N.E.

April 28th.—At 4 a.m. left Crane Island to place the Traverse buoys and down to Brandy Pots ; anchored at Brandy Pots at 6 p.m. having placed 15 buoys.

April 29th.—At anchor off Brandy Pots ; wind N.E.

April 30th.—Left anchorage at 4 a.m. to place Red Island buoys ; at 11 a.m. wind N.E., rain and fog ; at 2 p.m. anchored at Tadousac on account of fog.

May 1st.—At anchor all day on account of fog.

May 2nd.—At 11 a.m. we placed the buoys in the Saguenay River and returned and anchored at 4 p.m. off Brandy Pots ; wind N.E. and rain.

May 3rd.—Left Brandy Pots at 3 a.m. and proceeded to Baie St. Paul, and anchored there at 8 a.m. ; wind north ; and at 1 p.m. placed the buoys on Glaude Reef, and anchored there for the night ; wind north.

May 4th.—Started at 4 a.m. and placed the buoys of the North Channel, Madame Island and Beaumont Shoals, and left for Quebec, arriving there at 4 p.m.

May 5th to 10th.—At Government Wharf, in Quebec, taking in coal, oil and supplies for the Lighthouses and Lightships above Quebec.

May 11th.—Left Quebec at 8 a.m. with supplies on board, and visited St. Antoine, St. Croix and Portneuf, and gave necessary supplies, and anchored at Portneuf at 7 p.m.

May 12th.—At 4 a.m. proceeded: visited Richelieu, Lotbinière, Rivière du Chêne, Les Grondines, Cape Charles, St. Pierre les Becquets and Batiscan; gave full supplies at each place and anchored at Batiscan at 7 p.m.

May 13th.—Sunday; at anchor all day.

May 14th.—Left at 4 a.m. and visited Champlain, Cap de la Madeleine, Port St. Francis and Point du Lac Lighthouses; also visited No. 1, No. 2 and No. 3 Lightships on Lake St. Peter, and supplied them with oil, &c., &c., and anchored abreast of No. 1 Lightship at 7 p.m.

May 15th.—At 4 a.m. proceeded and visited Isle aux Raisins, Isle a la Pierre and Isle de Grace Lighthouses, and then proceeded to Lavaltrie and Contrecœur, and anchored there at 7 p.m.

May 16th.—At 4 a.m. proceeded and visited Isle aux Prunes, Repentigny, Isle Ste. Thérèse, Isle a la Bague and Point aux Trembles Lighthouses, and at 5 p.m. arrived at Montreal.

May 17th.—Left Montreal at 4 a.m., and at 6 p.m. anchored at Platon; visited the Lighthouse and placed the Platon buoy.

May 18th.—Left Platon at 4 a.m., and arrived at Quebec at 8 a.m.

May 19th to 21st.—At Wharf in Quebec; coaling and taking in supplies for the Lighthouses, &c. of the Lower St. Lawrence.

May 22nd.—Left Quebec at 11 a.m. and visited the following lighthouses: Point St. Lawrence, Point St. John, Bellechasse and Isle aux Grues, and gave them their full supplies and anchored for the night.

May 23rd.—We started at 6 a.m. and supplied the following lighthouses: Pillars Light, Point des Originaux (on St. Denis Wharf), Grosse Island Light at Kamouraska, Pilgrims and Brandy Pots, and anchored there for the night. Strong N.E. wind.

May 24th, 25th.—At anchor off Brandy Pots on account of gale from N.E.

May 26th.—Gale having moderated, left Brandy Pots at 5 a.m. and visited and gave supplies to Red Island Lighthouse, Red Island Lightship, Green Island Light-house, and at 6 p.m. anchored off Bic. Wind N.E.

May 27th.—Got under weigh at 4 p.m. and visited Bicquet, Father Point and Metis Lighthouses, giving full supplies, and anchored for the night.

May 28th.—Started at 1 a.m. and visited and gave supplies to Matane and Cape Chatte, and anchored at Egg Island. Strong gale of west wind.

May 29th.—At anchor all day on account of strong gale from west; visited Egg Island Light and gave supplies.

May 30th.—Left Egg Island at 4 a.m. and visited and supplied Point des Monts Light, and at 10 a.m. anchored off Godbout. Strong west wind.

May 31st.—Left Godbout at 4 a.m. and at 1 p.m. anchored off Barnaby Island. Strong N.E. wind.

June 1st.—Left Barnaby at 1 a.m. and at 4 a.m. visited the lighthouse at Port Neuf; at 11 a.m., Tadousac and Isle aux Morts; at 7 p.m. visited Goose Cape Light-house; at 8 p.m. anchored at La Prairie, having given them all full supplies.

June 2nd.—Lifted anchor at 4 a.m. and supplied Baie St. Paul, Montée du Lac and St. François, then proceeded and arrived at Quebec at 4 p.m.

June 3rd.—Received orders from Mr. Gregory to place the buoy at St. Rochs, and to take Mr. Tomlinson, also, material for Algernon Rock and Pillars Light; at 4 p.m. left Quebec, and at 8 p.m. anchored at Goose Island.

June 4th.—Started at 5 a.m., and at 6 a.m. anchored at Pillars. Strong breeze from west. At 4 p.m. lifted anchor, and at 7 p.m. placed the black buoy at St. Rochs, and emptied the buoy at St. Jean, it being full of water, and then returned to the Pillars, where we anchored.

June 5th, 6th.—At anchor all day.
 June 7th.—Lifted anchor at 1 a.m., and arrived at Quebec 8 a.m.
 June 8th.—Moored at Government Wharf, having received orders from Mr. Gregory to have the "Druid" placed in first-class order to receive His Excellency the Governor General and suite, and to proceed to Gaspé.
 June 9th-17th.—Preparing vessel.
 June 18th.—At 6 a.m. left for Montreal.
 June 19th.—Arrived at Montreal at 8 a.m., and at 9 p.m. left with His Excellency and party on board.
 June 20th.—Arrived at Quebec at 2 p.m., and left for Gaspé at 9 p.m.
 June 23rd.—Came to anchor in Gaspé Basin at 4 a.m.
 June 24th to July 3rd.—At anchor in Gaspé Basin.
 July 4th.—Left Gaspé Basin.
 July 6th.—Arrived at Tadousac at 9 a.m.
 July 6th-13th.—At anchor.
 July 14th.—Left Tadousac at 8 a.m. for Ste. Marguerite, and returned at 5 p.m. and anchored.
 July 15th.—Left for Quebec.
 July 16th.—Arrived at Quebec at 8 a.m.

A. MARMEN,
 Master, Steamer "Druid."

STEAMERS GENERAL SERVICE.

SPECIAL REPORTS TO THE AGENT.

QUEBEC, 24th November, 1876.

SIR,—In conformity with your order we have thoroughly examined the hull of the steamship "Druid" in the dry-dock at Palais Harbour, for winter quarters.

We find that she will require fourteen new frames amidships on each side; also, one strong angle iron stringer each side amidships, the old frames being so much eaten with the rust, especially being under the paddle shaft, makes the ship so weak as now to be dangerous. She will also require new bulwarks and stanchions aft, also cast-iron davit stands and two new guards round paddle boxes, of elm, new patent paddle wheels, one new blow-off cock for boiler on the ship's side, one new piece of plate on the ship's side to fit the new cock, the old plate being very much cut away with the water; one small patch on the boiler, inside of the furnace, and two new iron box beams, one on each side of the paddle boxes, about twenty feet long, to connect on the paddle wheel beams.

We have the honour to be, Sir,

Your obedient servants,

(Signed). WILLIAM BARBOUR,
Inspecting Engineer.
 " JOS. SAMSON,
Steamboat Inspector
 " S. CARROLL,
Chief Engineer.

To J. U. GREGORY, Esq., Agent
 Department of Marine and Fisheries,
 Quebec.

QUEBEC, 5th December, 1876.

SIR,—At your request we have thoroughly enquired into the advantages “patent wheels” would be to the steamer “Druid,” and we are of opinion that the following results would be gained:—

1st. She would run two miles faster per hour. 2nd. Burn four to five tons of coals per 24 hours less than at present. 3rd. She will carry 25 tons more, or 250 barrels cargo. 4th. She will be a better and safer boat in a heavy sea.

While in dock for the repairs necessary this winter, we would strongly recommend that the wheels be also altered.

We have the honour to be, Sir,

Your obedient servants,

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.
“ JOS. SAMSON,
Steamboat Inspector.
“ S. CARROLL.
“ J. NESBITT.
“ A. C. DESPRÈS.
“ A MARMEN.

June 11th, 1877.

Mr. Samson, Steamboat Inspector, tested the boiler of the Dominion Steamer “Druid” to 30 lbs. per square inch, and found all tight and in good order.

(Signed) WILLIAM BARBOUR,
Inspecting Engineer.

QUEBEC, 3rd January, 1877.

SIR,—According to your instructions we have examined the engines and boilers of the Dominion steamship “Napoleon III,” now in winter quarters at J. Blasi’ Booms, and we find that the following repairs will require to be done to enable her to perform the regular service required next summer.

Repairs to Boilers.

4 plates in the furnaces.....	\$ 80 00
27 stag bolts with sockets.....	108 00
2 tube doors repaired.....	12 00
Total.....	<u>\$200 00</u>

Repairs to Engines.

4 brasses for air pump trunks	\$18 00
2 brasses for guide blocks for quadrants.....	12 00
6 bolts for exhaust trunnion pipes.....	6 00
Steam pipes and trunnion glands repaired.....	25 00
17 teeth for cog wheel.....	20 00
Total.....	<u>81 00</u>

(Signed) WILLIAM BARBOUR,
Inspecting Engineer,
J. RALPH,
Engineer,
JOS. SAMSON,
Steamboat Inspector.

To J. U. GREGORY Esq., Agent,
Department of Marine and Fisheries,
Quebec.

June 5th, 1877.

Mr. Samson, Steamboat Inspector, tested the boilers of the Dominion steamship, "Napoleon III," to 30 lbs. per square inch, and found all tight and in good order.

QUEBEC, 20th January, 1877.

SIR,—We, the undersigned, have examined the engines and boilers of the Dominion steamship "Lady Head," and find that the following repairs will require to be done to enable her to perform the services of the incoming season; and it is our opinion that she will require new boiler in about two years, and when they give her a new boiler, we would recommend to give her a pair of compound engines, which would be a great saving of fuel. The present engines are now 20 years old, and would want a large amount of repairs to them at the time she gets the new boiler.

Repairs to boiler, coal bunker and keelson..... \$862 00

Repairs to Engines.

2 pistons scraped and fitted.....	\$30 00
4 brass bushes for valve spindles.....	40 00
4 brass bushes for quadrants.....	50 00
1 bilge pump gland bushed.....	8 00
1 set new flooring plates.....	200 00
3 lead covers for bilge roses.....	5 00
1 furnace door frame.....	5 00
1 set steam gauge pipes.....	30 00
3 New joints of casings.....	50 00
Steam trunion glands repaired.....	20 00
Bolts and nuts for pipes.....	50 00

Total.....\$1,350 00

(Signed)

WILLIAM BARBOUR,

Inspecting Engineer.

"

JOSEPH SAMSON,

Steamboat Inspector.

To J. U. GREGORY, Esq., Agent.

Department of Marine and Fisheries,
Quebec.

QUEBEC, 12th May, 1877.

SIR,—The boiler of the steamship "Lady Head" was tested by Mr. Samson, Steamboat Inspector, on the 11th May, to 25 lbs per square inch, and this day we raised steam and tried the engines, and found them to work well; she will be ready to leave on Monday, the 14th instant.

(Signed)

WILLIAM BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent.

Department of Marine and Fisheries,
Quebec.

QUEBEC, 30th May, 1877.

SIR,—Mr. Samson, Steamboat Inspector, tested the boiler of the police launch "Adele," to 130 lbs. per square inch, and found all tight, and in good order.

(Signed)

WM. BARBER,

Inspecting Engineer.

QUEBEC, 2nd June, 1877.

Mr. Samson, Steamboat Inspector, tested the boiler of the Police steamer "Dolphin" to 125 lbs. per square inch, and found all tight, and in first class order.

(Signed)

WILLIAM BARBOUR,

Inspecting Engineer.

To J. U. GREGORY, Esq., Agent.

Department of Marine and Fisheries,

Quebec.

STATEMENT of Expenditure in connection with Maintenance of Lights
between Quebec and Montreal, for the Fiscal Year ended 30th June,
1877.

<i>Ash and Bloody Islands.</i>			
Ira W. Hammond	Salary as Light-keeper	200 00	
do	Oars, \$6.00; glass, \$4.50	10 50	
do	Building breakwater	100 00	
			310 50
<i>Batiscan (Two Lights.)</i>			
L. Fugère	Salary as Light-keeper No. 1	80 00	
Jos. Marchand	do do 2	80 00	
do	Ground rent of Light No. 2	6 00	
L. Fugère	do do 1	6 00	
O. Charland	Repairing roof	16 50	
J. Boivin	Tin	10 50	
S. Bedard	do	2 00	
			201 00
<i>Cape Charles.</i>			
N. Boisvert	Salary as Light-keeper	150 00	
do	Ground rent, \$10.00; cartage and postage, \$1.76	11 76	
J. M. Tardivel	Lamp glasses	2 00	
			163 76
<i>Cape Madeleine (Two Lights.)</i>			
P. Manuel	Salary as Light-keeper No. 1	100 00	
P. Montplaisir	do do 2	100 00	
do	Ground rent	12 00	
J. M. Tardivel	2 polished plate glasses	40 00	
			252 00
<i>Champlain.</i>			
N. Hardy	Salary as Light-keeper	100 00	
do	Painting light, &c.	10 80	
			110 80
<i>Contrecoeur (Two Lights.)</i>			
Jos. Gervais	6 months Salary as Light-keeper No. 1	50 00	
A. do	3 do do 1	25 00	
N. Lacroix	12 do do 2	75 00	
R. Blakiston	Canvas	31 75	
J. M. Tardivel	Painting	47 45	
A. Henderson	Repairs to roof, &c.	34 15	
N. Lacroix	do light, &c.	17 00	
C. LaBelle	Whitening and oil	9 50	
F. O. Vallerand	Lamp and chimneys	2 70	
			292 55
<i>Grondines (Two Lights.)</i>			
J. Trottier	Salary as Light-keeper No. 1	100 00	
E. Trottier	do do 2	100 00	
J. Trottier	Fuel	4 00	
J. M. Tardivel	Glass	63 50	
T. Routier	Repairs to Lights, &c.	58 20	
F. O. Vallerand	Lamps and wicks	5 85	
Wm. Barbour	Travelling expenses	11 50	
J. Vandry	Cloth and chamois	1 93	
			344 98
	Carried forward		1,675 59

STATEMENT of Expenditure in connection with Maintenance of Lights
between Quebec and Montreal, etc.—Continued.

		\$	cts.	\$	cts.
Brought forward				1,675	59
<i>Isle à la Bague.</i>					
Jos. Ethier	Salary as Light-keeper.....	80	00		
do	Taking down lighthouse	15	00		
					95 00
<i>Isle de Grâce.</i>					
Ed. Paul	Salary as Light-keeper.....	150	00		
do	Taking down tower	22	50		
					172 50
<i>Isle à la Pierre.</i>					
J. Lamoureux.....	Salary as Light-keeper.....	150	00		
H. Brassard	To pay for land for Lighthouse purposes.....	1,575	00		
A. E. Brassard.....	Legal expenses in connection with the above.....	93	00		
C. LaBelle.....	Tar.....	4	58		
P. Bellefeuille	Soap, paint, &c.....	3	48		
					1,826 06
<i>Isle Ste. Thérèse (Two Lights).</i>					
T. Brodeur.....	Salary as Light-keeper, No. 1	90	00		
S. Reeves.....	do do 2.....	80	00		
P. Jobin	Labor, lumber, paint, oil, &c.....	158	97		
T. Brodeur.....	Sundry repairs.....	4	00		
R. Blakiston.....	Tarpauling, canvas, &c.....	10	11		
F. O. Vallerand.....	Lamps and wicks	2	70		
					345 78
<i>Isle aux Prunes.</i>					
J. B. C. Laroise.....	Salary as Light-keeper.....	75	00		
do	Fuel, \$8; boat, \$20.....	28	00		
do	Taking down and putting up tower.....	50	00		
J. C. Richard	Building pier.....	990	00		
do	Extras	36	00		
T. Routier.....	Travelling expenses inspecting pier.....	9	00		
J. J. Foote.....	Advertising.....	4	20		
J. Carrel.....	do	4	32		
La National.....	do	4	05		
J. A. Chenevert.....	do	2	97		
					1,203 54
<i>Isle aux Raisins.</i>					
O. Letendre.....	Salary as Light-keeper.....	150	00		
do	Fuel, \$12; clearing canal, \$20.....	32	00		
do	Putting up and taking down tower.....	30	00		
P. Bellefeuille.....	Ironwork repairs, boat hire, &c.....	70	70		
C. LaBelle.....	Hardware, &c.....	31	74		
Sheppard & Pangburn.....	Lumber.....	44	92		
J. Nadeau.....	Travelling expenses.....	14	00		
					373 36
<i>Lacolle.</i>					
W. H. Vauvliet.....	Salary as Light-keeper.....	150	00		
do	Paid for oil.....	5	40		
J. Boivin	Files.....	1	00		
					156 40
Carried forward.....				5,848	23

STATEMENT of Expenditure in connection with Maintenance of Lights
between Quebec and Montreal, etc.—*Continued.*

		\$ cts.	
Brought forward			5,848 23
<i>Lavalltrie.</i>			
D. Gignerre.....	Salary as Light-keeper.....	300 00	
do	Repairing pier.....	200 00	
do	Taking down tower	30 00	
T. Routier.....	Repairing wharf	13 85	
G. de la Noudiere.....	Ground rent.....	30 00	
Richelieu Co.....	Freight	7 00	
J. M. Tardivel.....	Glass.....	3 25	
			584 10
<i>Lightship No. 1.</i>			
A. Auger.....	Salary as Light-keeper.....	496 24	
Audet & Robitaille.....	Chain	196 82	
L. F. Trempe.....	Paint, rope, &c.....	48 69	
LaBelle & Frère.....	Oil, tar, &c.....	39 10	
Girard & Fréchette.....	Carpenter's repairs and painting.....	65 63	
Beauchemin & Fils.....	Windlass and repairs.....	15 55	
P. Bellefeuille.....	Fuel, \$30; wintering, &c., \$48.78c.....	78 78	
Duquet & Co.....	Clock.....	3 50	
G. Glassford.....	Pump.....	5 50	
			949 81
<i>Light Ship No. 2.</i>			
Hector Fiset.....	Salary as Light-keeper.....	496 24	
L. F. Trempe.....	Paint, rope, &c.....	39 05	
LaBelle & Frère.....	Oil, tar, &c.....	44 17	
Girard & Fréchette.....	Docking and repairs.....	155 21	
Beauchemin & Fils.....	Windlass.....	13 50	
G. Glassford.....	Pump.....	5 50	
Audet & Robitaille.....	Oars and rope.....	9 14	
P. Bellefeuille.....	Fuel, \$30; wintering, \$37.88.....	67 88	
M. Graburn.....	Travelling expenses, &c., placing out the three Lightships.....	40 00	
J. Nadeau.....	Travelling expenses, &c., placing out the three Lightships.....	72 60	
			943 29
<i>Lightship No. 3.</i>			
A. Magnon.....	Salary as Light-keeper.....	496 24	
L. F. Trempe.....	Paint, rope, &c.....	41 37	
La Belle & Frère.....	Oil, tar, &c.....	46 80	
Girard & Fréchette.....	Carpenters repairs and painting.....	68 51	
Audet & Robitaille.....	Flag, chain, &c.....	38 08	
P. Bellefeuille.....	Fuel, \$30.00; wintering, \$49.37.....	79 37	
Beauchemins & fils.....	Windlass.....	3 50	
G. Glassford.....	Pump.....	5 50	
P. Bellefeuille.....	Repairing lamps.....	3 25	
S. Bedard.....	do burner and lamp.....	1 00	
			783 62
<i>L'Islet, Richelieu.</i>			
C. Blais.....	Salary as Light-keeper.....	100 00	
T. Routier.....	Building oil shed and repairs.....	174 05	
Archer & Co.....	Lumber.....	31 92	
J. Nadeau.....	Travelling expenses.....	23 70	
C. Blais.....	Fuel, \$16.80; boat hire, \$6.95.....	23 75	
J. M. Tardivel.....	Glass.....	6 00	
J. Parent & Co.....	Lime.....	6 50	
Dinning & Webster.....	Cement.....	5 00	
A. Pelletier & fils.....	Lime.....	6 25	
			377 17
Carried forward.....			9,486 22

**STATEMENT of Expenditure in connection with Maintenance of Lights
between Quebec and Montreal, etc.—Continued.**

		\$	cts.	\$	cts.
		Brought forward.....		9,486 22	
<i>Lotbinière (Two Lights).</i>					
O. Beaudet	Salary as Light-keeper.....	80	00		
O. C. De la Cherrotiere	do do	80	00		
do do	Purchase of land, \$100; survey, \$11.....	111	00		
do do	Painting.....	3	30		
G. La Rue.....	Deed of sale.....	9	00		
F. Langelier.....	Professional services.....	5	00		
				288 30	
<i>Montreal Harbour.</i>					
Wm. Jeffs	Salary as Light-keeper.....	125	00		
do	Fuel, \$13.50; clearing wharf, \$3.....	16	50		
do	Putting up and taking down tower, &c.....	65	00		
do	Storage of tower, &c.....	40	00		
P. Lemieux.....	Painting.....	69	20		
Jos. Vincent	Boat hire.....	22	00		
				337 70	
<i>North Half-Way Point.</i>					
D. Menard	Salary as Light-keeper.....	170	00		
T. Marchand	Amount paid for land	50	00		
T. J. Marchand.....	Professional services.....	35	25		
				255 25	
<i>Platon.</i>					
P. Beaudet	Salary as Lightkeeper.....	75	00		
J. Nadeau.....	Travelling expenses, materials and labour, mooring small light-house.....	29	90		
T. Routier.....	Joiner's repairs	28	70		
S. Bedard	Repairing lamp.....	2	00		
P. Beaudet.....	Paid freight.....	2	18		
				137 78	
<i>Point aux Trembles.</i>					
A. Lamoureux	Salary as Light-keeper.....	130	00		
do	Freight and cartage.....	7	14		
H. Beliveau.....	Chimney top.....	12	00		
S. Bedard.....	Repairing burners and tank	2	50		
				151 64	
<i>Point du Lac.</i>					
M. Paquin	Salary as Light-keeper.....	100	00		
do	Repairs to lighthouse and lamp.....	14	87		
				114 87	
<i>Port St. Francis (Three Lights).</i>					
E. Duval.....	Salary as Light-keeper.....	100	00		
H. Brassard.....	Taking down tower	30	00		
				130 00	
<i>Point Citrouilles.</i>					
C. Brunette.....	Salary as Light-keeper.....	125	00		
do	Fuel, \$5; placing mast, \$18; rent of hangard \$6.....	29	00		
F. O. Vallerand.....	Lamp, chimneys and wicks.....	15	00		
J. H. Marchedou.....	Ground rent.....	48	00		
S. Bedard	Repairing lantern.....	2	00		
				219 00	
<i>Repentigny (Two Lights).</i>					
C. Rivet.....	Salary as Light-keeper, No. 1.....	35	00		
J. B. Lachapelle	do do 2.....	35	00		
				70 00	
		Carried forward.....		11,190 76	

STATEMENT of Expenditure in connection with Maintenance of Lights between Quebec and Montreal, etc.—Continued.

		cts.	\$ cts.
	Brought forward.....		11,190 76
	<i>River du Chêne.</i>		
Widow J. Langlois.....	Salary as Light-keeper.....		66 25
	<i>St. Pierre les Becquets.</i>		
B. Charland.....	Salary as Light-keeper.....	49 66	
O. Charland.....	Repairing lamps.....	4 00	
W. Barbour.....	Travelling expenses.....	8 25	
J. Boivin.....	Tap.....	1 75	
			63 66
	<i>St. Valentine.</i>		
P. Martin.....	Salary as Light-keeper.....		150 00
	<i>Sorel Harbour.</i>		
Richelieu Co.....	Salary as Light-keeper.....		85 00
	<i>Buoys.</i>		
T. Routier.....	Ironing buoys.....	50 80	
Terreau & Frère.....	Sinkers.....	13 76	
M. Massécotte.....	Salvage.....	4 25	
O. Lecours.....	do.....	15 00	
C. & W. Wurtele.....	Iron.....	1 60	
			85 41
	<i>General Account.</i>		
Fitzgerald & Co.....	4,850 gallons of petroleum, at 26c.....	1,261 00	
E. Chanteloup.....	Lamps, burners, &c.....	593 80	
F. O. Vallerand.....	Wicks and burners.....	240 00	
P. Bellefeuille.....	Travelling expenses and services.....	263 10	
J. Nadeau.....	Five month's wages.....	300 00	
do.....	Travelling expenses.....	177 02	
J. Boivin.....	Oil and paint.....	284 20	
F. X. Dery.....	Tanks.....	193 00	
J. C. Hamel.....	Storage of oil.....	123 86	
Queen's Store.....	do.....	199 92	
Belanger & Gariépy.....	Oil and turpentine.....	102 15	
J. Marmen.....	Cartage.....	96 30	
T. Routier.....	Repairs.....	81 70	
Montreal Telegraph Co.....	Messages.....	57 59	
C. E. Holiwell.....	Stationery.....	30 90	
J. U. Gregory.....	Travelling expenses.....	40 05	
Doucet & Hart.....	Copies of deeds.....	47 72	
G. Seifert.....	Marine glasses.....	28 50	
J. Vaudry.....	Cloth and leather.....	28 18	
L. Jones.....	Freight.....	42 70	
L. Leclere.....	450 inch boards, \$4.50.....	20 25	
J. Brown.....	Firewood.....	66 50	
D. Lamore.....	Sawing wood.....	16 00	
P. Lafremere.....	Piloting lightships.....	20 00	
Quebec & Levis Ferry.....	Ferriage of oil.....	11 20	
Dominion Telegraph Co.....	Messages.....	7 59	
J. Carrel.....	Printing.....	5 00	
G. T. Railway Co.....	Freight.....	4 56	
A. Kane.....	Ventilator.....	3 00	
Receiver-General.....	Tax on salaries of Keepers of the three lightships.....	11 28	
			4,357 07
	Total.....		\$15,998 15

W.M. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

**STATEMENT of Expenditure for the Construction of Lights below Quebec,
for the Fiscal Year ended 30th June, 1877.**

		\$ cts.	\$ cts.
<i>Algernon Rock Light.</i>			
R. Cameron.....	On account of contract.....	4,500 00	
do	do extras	200 00	
E. Chanteloup.....	Lantern and lighting apparatus	1,636 22	
T. Routier.....	Putting up do	60 00	
J. B. Dussault.....	Inspecting erection	95 00	
J. Tomlinson.....	Travelling expenses.....	25 00	
Steamer "Quebec".....	Freight.....	22 28	
P. Lemieux.....	Painting.....	116 34	
			6,654 84
<i>Baie St. Paul.</i>			
E. Laberge.....	Balance of contract.....	600 00	
do	Extras	172 50	
E. Chanteloup.....	Lantern and lighting apparatus.....	363 90	
F. Simard.....	Inspecting erection.....	73 00	
do	Paid freight	8 00	
Steamer "Quebec".....	Freight.....	5 80	
			1,223 20
<i>Cap aux Oies.</i>			
A. Trudelle.....	Balance of contract	833 40	
do	Extras	357 00	
E. Chanteloup.....	Lantern and apparatus.....	845 88	
G. Lavoie.....	Inspecting erection.....	115 00	
G. Turgeon.....	Travelling expenses and sundries during building.	77 10	
W. Tremblay.....	Freight of lantern.....	16 50	
Steamer "Canada".....	do lighting apparatus, &c.....	14 82	
Henry Hicks.....	Travelling expenses	11 00	
J. Nadeau.....	do	10 80	
			2,281 50
<i>Greenly Island Light.</i>			
E. Chanteloup.....	On account of lantern and apparatus.....	2,000 00	
J. Tomlinson.....	Travelling expenses.....	25 00	
			2,025 00
<i>Martin River Light.</i>			
J. M. Oliver.....	On account of contract.....		195 00
<i>Seven Islands Light.</i>			
R. Cameron.....	Balance of extras.....		25 00
<i>General Account.</i>			
John Dougall & Son.....	Advertising.....	22 35	
A. Coté.....	do	2 80	
J. Tomlinson.....	Travelling expenses.....	65 60	
			90 75
<i>Tadousac Range.</i>			
L. Guay.....	On account of contract.....		450 00
Total.....			12,945 29

Wm. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

STATEMENT of Expenditure on account of Maintenance of Lights below
Quebec, for the Fiscal Year ended 30th June, 1877.

		\$ cts.	\$ cts.
<i>Portneuf Light (Upper.)</i>			
F. Rodrigue.....	Twelve months' salary as Keeper.....	246 88	
do	Fuel.....	10 50	
G. Germain.....	Ground rent for 1876, \$5.50; cartage, \$4.00.....	9 50	
J. M. Tardivel.....	Glass.....	30 20	
S. Medard.....	Galvanized iron.....	16 00	
J. Vaudry.....	Cloth and leather.....	4 41	
Audet and Robitaille.....	Window brush.....	0 40	
J. Boivin.....	Boiler plate.....	9 93	
P. Jobin.....	Repairs to lighthouse, &c.....	37 00	
			364 82
<i>St. Antoine Light.</i>			
L. Lafleur.....	Twelve months' salary as Keeper.....	140 00	
do	Fuel, \$5.00; repairs, \$4.50.....	9 50	
J. Boivin.....	Zinc and hardware.....	12 43	
W. Barbour.....	Travelling expenses.....	12 40	
F. O. Vallerand.....	Lantern and wicks.....	1 45	
J. Vaudry.....	Cloth and leather.....	1 62	
T. Routier.....	Building new lantern, shed, &c.....	151 75	
J. M. Tardivel.....	Plate glass.....	67 50	
Archer & Co.....	Lumber.....	32 04	
Audet & Robitaille.....	Brush.....	0 70	
			429 39
<i>St. Croix Light.</i>			
J. Thurber.....	Twelve months' salary as Keeper.....	175 00	
do	Fuel, \$10.00; repairsng lighthouse &c., \$32.50.....	42 50	
J. Des Rochers.....	Ground rent.....	6 00	
J. M. Tardivel.....	Glass.....	3 47	
J. Boivin.....	Nails, spikes and grindstone.....	6 47	
Belanger & Garipey.....	Paint, nails, &c.....	5 50	
Archer & Co.....	Lumber.....	9 95	
Chinic & Beaudet.....	Iron.....	2 66	
J. Parent & Co.....	Lime.....	1 30	
S. Bedard.....	Ventilator, pipe, and repairs.....	14 30	
			267 15
<i>Point St. Laurent.</i>			
J. Chabot.....	Twelve months' salary as Keeper.....	296 24	
J. Boivin.....	Hardware.....	5 22	
J. Vaudry.....	Cloth and leather.....	2 60	
J. M. Tardivel.....	Glass.....	1 35	
F. O. Vallerand.....	Reflector.....	15 00	
			320 41
<i>Bellechasse Light.</i>			
E. Thivierge.....	12 months' salary as Keeper.....	316 00	
do	Allowed for fuel, \$10.00; repairs \$5.20.....	15 20	
J. Vaudry.....	Cloth and leather.....	2 60	
Audet & Robitaille.....	Paint and brushes.....	8 68	
			342 48
<i>Crane Island Light.</i>			
J. Painchand.....	Twelve months' salary as Keeper.....	316 00	
do	Allowance for fuel, \$16.00; boat, \$22.00; board of men, \$16.60.....	54 60	
Archer & Co.....	Lumber.....	31 00	
J. Boivin.....	Hardware.....	14 93	
N. Bernatchez.....	Freight.....	5 30	
			1,724 25
Carried forward.....		421 83	

S
TATEMENT of Expenditure on account of Maintenance of Lights bel
Quebec, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	421 83	1,724 25
F. O. Vallerand.....	Chimneys and wicks.....	1 20	
J. Vaudry.....	Cloth and leather.....	3 24	
Audet & Robitaille.....	Rope.....	13 32	
S. Bedard.....	Ventilator and repairs.....	19 60	459 19
<i>Pillars.</i>			
D. Babin.....	Twelve months' salary as Keeper.....	444 40	
do.....	Fuel, \$25.00; repairs, cartage aud travelling expenses \$40.00.....	65 00	
J. Boivin.....	Brace, bits and files.....	22 25	
S. Bedard.....	Stove, lamps &c.....	73 05	
Duquet & Co.....	Clock.....	3 50	
Archer & Co.....	Lumber.....	18 65	
J. Vaudry.....	Cloth and leather.....	8 46	
J. Parent & Co.....	Puncheons.....	9 00	
Dinning & Webster.....	Cement.....	5 25	
J. Cunningham.....	Repairing sails.....	18 00	
Audet & Robitaille.....	Rope and canvas.....	27 49	695 05
<i>Kamouraska Light.</i>			
T. R. Desjardins.....	Twelve months' salary as Keeper.....	357 95	
do.....	Repairs and cartage.....	15 15	
T. Routier.....	Repairs to lighthouse, &c., building new house, &c.....	349 35	
Archer & Co.....	Lumber.....	237 07	
J. Boivin.....	Hardware.....	12 85	
J. M. Tardivel.....	Glass.....	6 16	
F. O. Vallerand.....	Lamps and chimneys.....	2 80	
J. Vaudry.....	Cloth and leather.....	2 94	
J. Parent & Co.....	Bricks and lime.....	16 10	
A. Pelletier.....	Lime.....	5 00	
St. Lawrence Steam Navigation Co.....	Freight.....	4 50	
S. Bedard.....	Chimney top and pipe.....	21 80	
Audet & Robitaille.....	Canvas, rope, &c.....	34 82	1,066 49
<i>Pilgrims.</i>			
J. C. Marquis.....	Twelve months' salary as Keeper.....	335 76	
do.....	Fuel, \$48.00; painting, \$35.00; repairing doors, \$4.00.....	87 00	
J. Vaudry.....	Cloth and leather.....	6 89	
Archer & Co.....	Lumber.....	29 93	
F. O. Vallerand.....	Lamp and wicks.....	2 70	
J. Boivin.....	Hardware.....	4 28	
J. Parent & Co.....	Lime.....	1 30	
Audet & Robitaille.....	Oars, rope, &c.....	8 33	476 19
<i>Brandy Pots</i>			
N. Richard.....	Twelve months' salary as Keeper.....	395 00	
J. Vaudry.....	Cloth and leather.....	2 60	
N. Richard.....	Fuel, \$20.00; repairs, \$7.92; boat, \$12.00.....	39 92	
Audet & Robitaille.....	Flag, rope, &c.....	10 34	447 86
	Carried forward.....		4,869 03

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

		\$ cts.	\$ cts.
Brought forward.....			4,869 03
<i>Red Island Light.</i>			
E. Fraser.....	Twelve months' salary as Keeper.....	653 72	
do	Flat boat, \$40.00; repairs to boat, \$20.00.....	60 00	
E. Chanteloup.....	Lamps and chimneys.....	586 25	
Archer & Co.....	Lumber.....	15 60	
J. Boivin.....	Iron.....	25 45	
J. Vaudry.....	Cloth and leather.....	4 86	
Belanger & Gariepy.....	Paint, brushes, putty, &c.....	9 20	
J. Parent & Co.....	Lime.....	1 30	
Audet & Robitaille.....	Rope.....	40 89	
S. Bedard.....	New lantern.....	39 50	
			1,436 77
<i>Green Island Light.</i>			
G. W. Lindsay.....	Twelve months' salary as Keeper.....	\$493 72	
do	Allowance for one Assistant, \$100.00; and two Gunners, \$200.00.....	300 00	
do	Fuel.....	60 00	
do	Flooring to house and repairing stable, as per contract.....	853 72	
J. B. Renaud.....	Boat.....	96 00	
L. Leclerc.....	Junk.....	32 00	
J. Boivin.....	Paint and brushes.....	16 80	
F. O. Vallerand.....	Wicks.....	22 72	
J. Vaudry.....	Cloth and leather.....	5 00	
J. Parent & Co.....	Water cask.....	4 86	
Audet & Robitaille.....	Rope.....	2 00	
S. Bedard.....	Stove pipe.....	1 42	
L. Leclerc.....	Junk.....	5 00	
			1,053 02
<i>Bicquette Light.</i>			
T. Le Bel.....	Twelve months' salary as Keeper.....	\$395 00	
do	Allowance for two Gunners.....	200 00	
do	Freight and postage.....	595 00	
Wm. Watson.....	Sails.....	5 92	
M. G. Mountain.....	Firewood.....	52 07	
H. Tétu.....	Blacksmith's repairs.....	24 00	
L. Leclerc.....	Junk.....	10 00	
J. Boivin.....	Stove polish and brushes.....	30 30	
F. O. Vallerand.....	Lamps and chimneys.....	1 90	
J. Vaudry.....	Cloth and leather.....	5 30	
J. Parent & Co.....	Lime.....	4 86	
Audet & Robitaille.....	Oars.....	1 30	
W. D. Campbell.....	Ground rent.....	5 00	
			24 00
			759
<i>Father Point.</i>			
J. McWilliam.....	Twelve months' salary as Keeper.....	197 48	
J. Heppel.....	do do Assistant.....	140 00	
J. McWilliams.....	Fuel.....	20 00	
L. Leclerc.....	Junk.....	15 70	
J. M. Tardivel.....	Glass.....	20 50	
J. Vaudry.....	Cloth and leather.....	4 22	
P. Jobin.....	Repairs to roof.....	62 50	
F. O. Vallerand.....	Wicks and chimneys.....	2 90	
J. Boivin.....	Brushes, hardware and putty.....	9 10	
S. Bedard.....	Chimney top and repairs.....	20 25	
Audet & Robitaille.....	Canvas, rope, &c.....	62 30	
			554 95
Carried forward.....			8,673 42

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

		\$	cts.	\$	cts.
Brought forward.....				8,673	42
<i>Bird Rocks.</i>					
P. Whalen.....	Twelve months' salary as Keeper.....	588	00		
do	do allowance for two Assistants.....	900	00		
Archer & Co.....	Lumber.....	108	10		
L. Leclerc.....	Junk.....	45	90		
J. Boivin.....	Bellows, chain, paint, &c.....	56	50		
J. M. Tardivel.....	Glass.....	3	60		
Z. Lapierre.....	Boat.....	43	70		
F. O. Vallerand.....	Lamps and chimneys.....	7	25		
J. Vaudry.....	Curtains, cloth and leather.....	16	36		
Audet & Robitaille.....	Freight of coals.....	35	00		
F. W. Henshaw.....	Coals.....	40	00		
J. Parent & Co.....	Barrels and filling, lime, &c.....	64	00		
T. Routier.....	Repairs.....	35	00		
Terreau & Frère.....	Castings.....	1	50		
P. Whalen.....	Painting, drain, &c.....	24	00		
Audet & Robitaille.....	Rope, spikes, &c.....	13	05		
S. Bedard.....	Stove, pipe and repairs.....	15	75		
				1997	71
<i>Cape Rosier.</i>					
A. Trudeau.....	Twelve months' salary as Keeper.....	395	00		
do	Allowance for two Assistants.....	400	00		
do	Cannon house, \$60; fuel, \$18.....	78	00		
H. Letendre.....	1,600 fence rails and pickets.....	51	00		
L. Leclerc.....	Junk.....	30	30		
J. Boivin.....	Hardware.....	26	85		
J. M. Tardivel.....	Glass.....	8	00		
F. O. Vallerand.....	Lamps and chimneys.....	12	70		
Archer & Co.....	Lumber.....	22	50		
J. Vaudry.....	Cloth and leather.....	12	96		
J. Parent & Co.....	Lime.....	1	30		
Audet & Robitaille.....	Halvyard.....	0	80		
				1039	41
<i>Anticosti West Point.</i>					
L. Malouin.....	Twelve months' salary as Keeper.....	395	00		
do	Allowance for two Assistants.....	400	00		
do	Removing stable and barn, \$100; repairing cannon house, \$15.....	115	00		
L. Leclerc.....	Junk.....	30	30		
J. Boivin.....	Hardware, paint, &c.....	47	49		
F. O. Vallerand.....	Tube lantern, lamps, &c.....	13	00		
T. Houghton.....	Horse-shoes.....	2	40		
S. Bedard.....	Stove, pipe, &c.....	24	35		
Archer & Co.....	Lumber.....	30	25		
J. Vaudry.....	Cloth and leather.....	13	41		
Z. Lapierre.....	24 feet boat, &c.....	209	50		
J. Colvin.....	Oats, bran, &c.....	27	90		
E. Cazeau.....	Shaft.....	3	06		
W. Watson.....	Sails.....	98	33		
J. Parent & Co.....	Water cask.....	5	00		
Fisher & Blouin.....	Harness.....	16	65		
Audet & Robitaille.....	Rope and oakum.....	7	85		
J. McAllister.....	Winch.....	26	00		
Carried forward.....		1,465	43	11,710	54

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

		\$ cts.	\$ cts.
	Brought forward.....	1,465 43	11,710 54
	<i>Provision Depot.</i>		
L. Malouin.....	Paid freight of provisions.....	20 00	
G. Bouchard.....	Pork.....	157 50	
J. Vaudry.....	Clothing.....	37 21	
M. Dion & fils.....	Flour and peas.....	96 75	1,776 89
	<i>Anticosti East Point.</i>		
Thos. Gagné.....	Twelve months' salary as Keeper.....	395 00	
do	Allowance for two Assistants.....	400 00	
J. Boivin.....	Hardware.....	38 77	
Archer & Co.....	Lumber.....	34 76	
J. Vaudry.....	Cloth and leather.....	4 86	
J. Parent & Co.....	Buckets.....	2 00	
J. M. Tardivel.....	Glass.....	12 50	
J. Colvin.....	Oats, bran, &c.....	23 10	
Audet & Robitaille.....	Cotton duck.....	26 43	
S. Bedard.....	Lamps, burners, &c.....	63 35	
T. Routier.....	Repairs.....	12 20	1,012 97
	<i>Anticosti (South West Point.)</i>		
E. Pope.....	Twelve months' salary as Keeper.....	395 00	
do	Allowance for two Assistants.....	400 00	
do	Board of workmen.....	30 35	
S. Bedard.....	Stove, pipe, measures, and repairs.....	68 85	
Archer & Co.....	Lumber.....	62 25	
J. Boulanger.....	Repairs to lighthouse and outbuildings.....	93 00	
J. M. Tardivel.....	Glass.....	3 00	
W. H. LaRoche.....	Medicines.....	17 07	
J. Colvin.....	Oats, bran, &c.....	23 10	
E. Cazeau.....	Wheels.....	32 00	
Fisher & Blouin.....	Harness.....	15 85	
G. T. Phillips.....	Hinges, bolts, &c.....	10 95	
J. Parent & Co.....	Bricks, coal and lime.....	6 50	
J. Boivin.....	Paint, brushes and files.....	44 35	
F. O. Vallerand.....	Lamps, chimneys and wicks.....	16 40	
Dinning & Webster.....	Cement.....	5 00	
J. Vaudry.....	Cloth and leather.....	4 86	
	<i>Provision Depot.</i>		
G. Bouchard.....	Pork.....	22 50	
Dion & fils.....	Flour and peas.....	85 95	1,336 98
	<i>Forteau.</i>		
P. Godier.....	Twelve months' salary as Keeper.....	395 00	
do	Allowance for two Assistants, \$400; provisions, \$20.....	420 00	
L. Leclerc.....	Junk.....	30 30	
Z. Lapierre.....	Boat.....	42 00	
Duquet & Co.....	Clock.....	4 50	
J. Vaudry.....	Cloth and leather.....	4 86	
J. Boivin.....	Boiler, paint, &c.....	16 30	
T. Houghton.....	Horse shoes.....	2 40	
J. Colvin.....	Oats, bran, &c.....	23 10	
J. Parent & Co.....	Water casks.....	15 00	
Fisher & Blouin.....	Horse collar.....	5 00	
F. O. Vallerand.....	Lamp chimneys and wicks.....	2 15	
S. Bedard.....	Stove, pipe and repairs.....	58 95	1,019 56
	Carried forward.....		16,856 94

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

		\$ cts.	\$ cts.
Brought forward.....			16,856 94
<i>Paspebiac.</i>			
L. Strong.....	Twelve months' salary as Keeper.....	150 00	
S. Bedard.....	Repairing lamps and stove.....	15 20	
Gulf Port Steamship Co.....	Freight.....	2 00	
Hunt, Brock & Co.....	Four cords wood, &c.....	20 00	187 20
<i>Belle Isle.</i>			
M. Colton.....	Twelve months' salary as Keeper.....	588 00	
o	Allowance for two Assistants, \$200.00; and one Gunner, \$260.00.....	460 00	
L. Leclerc.....	Junk.....	30 30	
J. Boivin.....	Hardware.....	50 28	
Z. Lapierre.....	Boat.....	48 00	
F. O. Vallerand.....	Chimneys and wicks.....	11 60	
G. T. Phillips.....	Emery cloth.....	8 95	
J. Vaudry.....	Cloth and leather.....	7 08	
T. Routier.....	Repairs to tower, &c.....	223 05	
W. H. Laroche.....	Medicines.....	1 40	
Archer & Co.....	Lumber.....	65 57	
J. Parent & Co.....	Barrels and filling.....	51 00	
L. Leclerc.....	Wire rigging.....	10 02	
J. M. Tardivel.....	Glass.....	6 00	
J. Colvin.....	Oats, bran, &c.....	39 00	
Audet & Robitaille.....	Freight of coals.....	14 00	
T. Houghton.....	Horse shoes.....	4 80	
Audet & Robitaille.....	Wire rope.....	2 50	
S. Bedard.....	Copper pipe, chimney top, &c.....	32 05	1,653 60
<i>Point Rich.</i>			
E. Roy.....	Twelve months' salary as Keeper.....	588 00	
Duquet & Co.....	Clock.....	2 50	
S. Bedard.....	Repairing lamp, stove, &c.....	62 60	
J. Vaudry.....	Cloth, and leather, &c.....	10 03	
C. F. Langlois.....	Fuel for 1876-77.....	60 00	
E. Cazeau.....	Cart.....	22 00	
J. Parent & Co.....	Puncheons.....	20 00	
J. Boivin.....	Hardware and paint.....	17 56	
L. O. Vallerand.....	Lamp, chimneys and wicks.....	8 95	
Audet & Robitaille.....	Haulyard.....	0 80	792 44
<i>Monté du Lac.</i>			
E. Simard.....	Twelve months' salary as Keeper.....	382 62	
H. Simard.....	Fuel.....	30 00	
H. O. Vallerand.....	Lamps, chimneys and wicks.....	7 40	
Duquet & Co.....	Repairing clock.....	2 00	
J. Vaudry.....	Cloth and leather.....	2 43	
S. Bedard.....	Pipe, drip pans and repairs.....	13 85	
P. Condé.....	Freight of oil.....	6 00	444 30
<i>Anticosti, South Point.</i>			
D. Tétu.....	Twelve months' salary as Keeper.....	588 00	
do	Advance on account of pier.....	250 00	
J. Boivin.....	Hardware and paint.....	24 10	
J. Parent & Co.....	Casks and barrels.....	62 00	
J. Vaudry.....	Cloth and leather.....	4 86	
Carried forward.....		928 96	19,934 48

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

		\$ cts.	\$ cts.
	Brought forward.....	928 96	19,934 48
<i>Provision Depôt.</i>			
G. Bouchard.....	Pork.....	67 50	
M. Dion & fils.....	Flour and peas.....	49 20	
<i>Fog Alarm.</i>			
D. Têtu.....	Twelve months' salary of Engineer.....	520 00	
do.....	120 cords of wood at \$3.....	330 00	
G. T. Phillips.....	Valves and couplings.....	15 65	
F. W. Henshaw.....	20 tons coal at \$2.....	40 00	
Audet & Robitaille.....	Freight of above coal.....	35 00	
			2,916 31
<i>Amhesst Island.</i>			
W. Cormier.....	Twelve months' salary as Keeper.....	296 24	
do.....	Two cords wood, \$8; paint, oil, labour and cartage, \$50.40.....	58 40	
J. Vaudry.....	Cloth and leather.....	2 92	
J. Boivin.....	Axe handle and brushes.....	4 10	
W. H. LaRoche.....	Medicines.....	11 75	
F. O. Vallerand.....	Chimneys.....	2 10	
			375 51
<i>Cape Madeleine.</i>			
G. Lavergne.....	Twelve months' salary as Keeper.....	296 24	
do.....	Clearing land, \$44.00; making road, &c., \$165.20.....	209 20	
E. Pachon & Co.....	Lumber and repairs.....	34 45	
E. Cazeau.....	Wheels.....	20 50	
J. Vaudry.....	Cloth and leather.....	3 24	
W. H. LaRoche.....	Medicines.....	12 00	
P. Therrault.....	Repairing lamps.....	5 00	
Duquet & Co.....	Clock.....	5 50	
Audet & Robitaille.....	Flag and hallyard.....	8 80	
S. Bedard.....	Stove and pipe.....	9 85	
J. Boivin.....	Paint.....	7 40	
			612 18
<i>Cape Ray.</i>			
R. Rennie.....	Twelve months' salary as Keeper.....	588 00	
do.....	Boat.....	50 00	
J. Parent & Co.....	Water casks.....	5 00	
J. M. Tardivel.....	Glass.....	3 30	
E. Cazeau.....	Hand cart.....	22 00	
J. Vaudry.....	Cloth and leather.....	4 86	
E. Chanteloup.....	Oil cups and repairs.....	8 50	
J. Boivin.....	Paint, zinc, &c.....	31 75	
T. Routier.....	Repairs.....	20 60	
Archer & Co.....	Lumber.....	69 30	
Audet & Robitaille.....	Spikes, canvas, &c.....	34 14	
W. H. LaRoche.....	Medicines.....	13 60	
S. Bedard.....	Stove and pipe.....	40 65	
<i>Fog Alarm.</i>			
R. Rennie.....	Salary of Engineer.....	400 00	
do.....	Tank, fuel and labour.....	164 00	
F. W. Henshaw.....	Coals.....	80 00	
J. Eden.....	Empty barrels.....	31 92	
	Carried forward.....	1,567 62	22,938 48

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

		\$ cts.	\$ cts.
	Brought forward.....	1,567 62	22,938 48
<i>Fog Alarm.—Continued.</i>			
J. Parent & Co	Lime and barrels	102 50	
E. Chanteloup	Tubes.....	578 80	
Audet & Robitaille	Freight of coals.....	70 00	
G. T. Phillips.....	Lead, valves, &c	118 07	2,436 99
<i>Cape Chatte.</i>			
T. Coté.....	Twelve months' salary as Keeper.....	296 24	
do	Repairs	3 00	
J. Boivin	Putty, &c.....	1 45	
J. Vaudry	Cloth and leather.....	2 60	
H. Tremblay	Land	40 00	
O. Isabelle.....	Land	30 00	
E. J. Flynn.....	Professional services in connection with transfer of land.....	60 00	
Audet & Robitaille.....	Flags	8 80	
S. Bedard.....	Chimney top.....	11 25	453 34
<i>Gaspé Basin.</i>			
B. Eden.....	Salary as Keeper during Season of 1876.....	42 00	
J. Eden	Postages and telegrams from 1st July, 1875 to 30th June, 1877	20 20	
J. M. Tardivel.....	Glass	7 00	
J. Eden	Repairs	14 00	83 20
<i>Red Island Lightship.</i>			
Captain J. Levesque	Balance of contract for 1876.....	1,850 00	
do	Paid for firewood, \$337.50; labour, \$12.00	349 50	
Captain D. Damour	On account of contract, 1877.....	500 00	
G. T. Phillips.....	Gauge, valve, &c	250 56	
S. Bedard.....	Tinware.....	153 90	
Audet & Robitaille.....	Rope, \$136.18; freight of coals, \$75.25	211 43	
J. W. Wood.....	Leak stopper.....	52 70	
Belanger & Gariepy.....	Putty, paint and files.....	40 58	
R. Blakiston.....	Repairing sails	18 80	
H. Dinning.....	Pine	28 43	
F. W. Henshaw.....	Coals	26 00	
Dinning & Webster	Cement.....	15 82	
S. J. Shaw & Co.....	Rubber packing.....	59 48	
A. McCallum.....	Clock repairing and compasses.....	12 00	
G. Glassford.....	Force pump.....	5 50	
C. & W. Wurtele.....	Steel	25 38	
F. O. Vallerand.....	Chimneys and burners.....	7 90	
J. Vaudry	Cloth and leather.....	3 41	
Ohnic & Beaudet.....	Iron.....	5 00	
W. Barbour.....	Coaling.....	6 00	
J. O. Donohoe.....	Repairing compass	2 50	
E. Giroux.....	Medicines	3 50	
Lemieux & Noel.....	Saline meter.....	1 50	
J. M. Tardivel.....	Glass	1 80	
Vien, Powell & Co	Towage	20 00	
J. Nadeau.....	Watching.....	150 00	
J. Boivin.....	Paint, brushes and buckets.....	78 56	
W. Watson.....	Sails	44 15	
G. T. Davie.....	Wintering, \$200; lumber, repairing and scraping, \$376.39.....	576 39	
C. D. Bradley.....	Kindling tapers.....	20 50	
	Carried forward.....	4,521 29	25,912 01

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

		\$ cts.	\$ cts.
Brought forward.....		4,521 29	25,912 01
<i>Red Island Lightship.—Continued.</i>			
Gauthier & Frères	Painting	21 10	
W. H. LaRoche	Medicines	14 20	
Duquet & Co.	Clock.....	3 00	
B. Vohl.....	Telescope.....	7 00	
J. Cunningham.....	Repairing sails.....	42 00	
N. Fitzhenry.....	Coaling.....	5 75	
T. Routier.....	Repairs	53 90	
			4,668 24
<i>Lower Traverse Lightship.</i>			
J. Gourdeau.....	On account of contract, 1876.....	1,800 00	
do	do do 1877.....	600 00	
do	Postages, &c., \$4.79; fuel, \$38.50	43 29	
Archer & Co.....	Lumber.....	8 75	
F. W. Henshaw.....	Coals	72 00	
J. Vaudry.....	Glass cloth.....	3 24	
R. Blakiston.....	Sails	180 16	
J. Blais.....	Wintering.....	40 00	
G. Glassford.....	Force pump.....	5 50	
Dawson & Co.....	Log book.....	2 00	
G. T. Phillips.....	Gauge, valve and cock.....	200 95	
Dinning & Webster.....	Cotton waste.....	4 00	
G. Gagnon.....	30½ cords of wood, at \$3.50.....	107 63	
Audet & Robitaille.....	Freight of coals, \$63; canvas, varnish, \$108.17.....	171 17	
T. Routier.....	Repairs	143 20	
Grand Trunk Railway Co.	Freight	2 30	
N. Fitzhenry.....	Coaling	6 00	
G. Fagot.....	Labour, five days at machinery.....	5 00	
W. H. LaRoche.....	Medicines.....	13 60	
C. D. Bradley.....	Kindling tapers	20 50	
S. Bedard.....	Repairing lamps.....	23 30	
J. Boivin.....	Iron	30 64	
G. Garipey.....	Towage.....	10 00	
J. D. Marsan.....	Repairing rigging.....	19 50	
			3,512 73
<i>Gaspé Lightship.</i>			
J. Ascah.....	Twelve months' salary as Keeper.....	400 00	
E. Chanteloup.....	Fog horn.....	5 40	
J. Vaudry.....	Cloth and leather.....	1 58	
J. Eden.....	Rope, &c.....	2 10	
J. Boivin.....	Hardware	2 00	
			411 08
<i>Upper Traverse Lightship.</i>			
Capt. A. M. Dechene.....	On account of contract, 1876.....	1,200 00	
do	do do 1877.....	250 00	
S. Bedard.....	Repairs to lamps	8 00	
J. Vaudry.....	Glass cloth.....	1 62	
T. Routier.....	Repairs to deck boats, &c.....	342 95	
J. Boivin.....	Spikes, &c.....	25 05	
Belanger & Garipey.....	Brushes and paint.....	11 22	
H. S. Scott & Co.....	Iron	5 10	
J. Blais.....	Wintering.....	30 00	
Dawson & Co.....	Log book.....	3 00	
Carried forward.....		1,876 94	\$ 34,504 06

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

		\$ cts.	\$ cts.
	Brought forward.....	1,876 94	34,504 06
<i>Upper Traverse Lightship.—Continued.</i>			
C. R. Coker	Preparing specifications.....	50 00	
Capt. A. M. Dechene.....	Sundry repairs, \$2.28; wages of extra man, \$30.....	32 28	
Audet & Robitaille.....	Pitch, rope and canvas.....	33 33	
S. Bedard.....	Stove pipe.....	4 80	
C. Gariepy.....	Towage.....	10 00	
			2,007 35
<i>Cape Norman.</i>			
Hy. Locke.....	Twelve months' salary as Keeper.....	493 72	
do	Fuel.....	60 00	
do	Painting, \$30; repairs, \$5.....	35 00	
J. Vaudry.....	Curtains, cloth and leather	9 61	
Archer & Co.....	Lumber.....	6 25	
J. Boivin.....	Hardware and brushes.....	14 29	
T. Routier.....	Blacksmith's repairs.....	15 60	
			624 47
E. Landry.....	Twelve months' salary as Keeper.....	296 24	
do	Labour, \$3; fuel, \$20	23 00	
J. Vaudry.....	Cloth and leather.....	2 43	
S. Bedard.....	Drip pans.....	8 00	
J. Boivin.....	White lead.....	5 00	
			334 67
<i>Egg Island.</i>			
P. Coté.....	Twelve months' salary as Keeper.....	493 72	
do	Advance on salary.....	200 00	
do	Fuel, \$34; board, &c. of workmen, \$40.04.....	74 04	
Jas. Coté.....	Freight.....	8 00	
J. Boivin.....	Hardware and brushes.....	12 54	
L. Villeneuve.....	Repairs to dwelling-house.....	95 50	
J. Vaudry.....	Glass cloth.....	6 69	
J. Parent & Co.....	Lime and cask.....	3 30	
Archer & Co.....	Lumber.....	30 80	
Dawson & Co.....	Book.....	0 90	
Audet & Robitaille.....	Canvas, halyard, &c.....	7 40	
J. Bedard.....	Stove and pipe.....	22 50	
			955 39
<i>Point des Monts.</i>			
L. F. Fafford.....	Twelve months' salary as Keeper, from 1st Oct., 1876, to 1st Oct., 1877.....	395 00	
do	Allowance for Gunners, \$200; fuel and water, \$100	300 00	
Z. Lapierre.....	Boat.....	28 00	
J. Boivin.....	Hardware.....	32 55	
T. Routier.....	Making powder-chest, &c.....	37 60	
W. Barbour.....	Salvage of boat and repairs.....	24 00	
J. Colvin.....	Oats, bran, &c.....	23 10	
H. Arsenaull.....	Removing cannon-house.....	23 00	
Belanger & Gariepy.....	Paint, brushes and zinc.....	19 85	
L. Leclerc.....	Junk.....	30 30	
F. O. Vallerand.....	Lamp, chimneys, &c.....	20 70	
W. H. LaRoche.....	Medicines.....	13 80	
Archer & Co.....	Lumber.....	12 50	
Fisher & Blouin.....	Horse-collar and blanket.....	11 45	
	Carried forward.....	971 85	38,435 94

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

		\$ cts.	\$ cts.
	Brought forward.....	971 85	38,435 94
<i>Point des Monts.—Continued.</i>			
J. Vaudry	Curtains and glass cloth.....	10 51	
J. M. Tardivel.....	Glass.....	2 75	
T. Houghton	Horseshoes	2 40	
J. Bedard	Measures, \$1.50; stove pipe, \$3.75.....	5 25	
Audet & Robitaille.....	Rope.....	16 40	
			1,009 16
<i>Manicouagan Lightship.</i>			
Capt. T. Connell.....	On account of contract, 1876.....	2,660 00	
do	do	650 00	
Audet & Robitaille.....	Freight of coals, \$82.25; canvas, rope, &c., \$49.48..	131 73	
F. W. Henshaw.....	Coals.....	94 00	
G. T. Phillips.....	Gauge, valve and cock.....	87 85	
R. Blakiston.....	Repairing sails.....	43 24	
Allan Gilmour.....	Wintering.....	40 00	
J. & W. Wood	Leak stopper.....	52 70	
T. Connell.....	Fuel.....	46 00	
Belanger & Garipey.....	Paint and brushes	20 75	
L. Arel.....	Tallow	29 28	
J. Nadeau.....	Watching.....	150 00	
P. Poirier.....	Mooring and unmooring.....	16 00	
Dinning & Webster.....	Cotton waste.....	7 75	
G. Glassford.....	Force pump.....	5 50	
J. Vaudry.....	Glass cloth.....	3 41	
L. Bourget.....	Candles	3 30	
S. J. Shaw & Co.....	Tin	2 20	
C. D. Bradley	Kindling tapers	20 50	
G. T. Davie.....	Wintering.....	200 00	
J. Cunningham.....	Repairing sails.....	101 00	
J. Gauthier & Frère.....	Painting.....	46 90	
S. Bedard	Lamp, pipe and repairs.....	50 10	
J. Boivin.....	Files, paint and brushes.....	53 03	
W. Watson.....	Sails.....	9 00	
Vien, Powell & Co.....	Towage.....	10 00	
T. Routier.....	Labour, outfit.....	26 60	
N. Fitzhenry.....	Coaling	8 00	
Fraser & Co.....	Moorage	8 21	
W. H. LaRoche.....	Medicines.....	11 70	
			4,588 75
<i>Portneut Light (Lower).</i>			
D. Tremblay.....	Balance of twelve months' salary as Keeper	284 59	
do	Fuel and water, \$30; building sheds and repairs, \$32.67.....	62 67	
G. W. Forrest	Lumber	17 84	
S. Bedard	Lantern, \$9 40; stove and pipe, \$12.70	22 10	
W. H. Laroche.....	Medicines.....	8 25	
J. Boivin.....	Hardware and brushes.....	12 35	
J. Vaudry.....	Glass cloth.....	2 60	
Audet & Robitaille.....	Flag and coal tar.....	15 16	
			425 56
<i>Macquereau Point Light.</i>			
A. Brotherton.....	Twelve months' salary as Keeper.....	296 24	
J. Vaudry.....	Glass cloth	2 43	
W. Barbour.....	Travelling expenses of self and men repairing light	70 20	
			368 87
	Carried forward.....		44,828 28

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

		\$ cts.	\$ cts.
Brought forward.....			44,828 28
<i>Cape Despair Light.</i>			
Jno. Beck.....	Twelve months' salary as Keeper.....	395 00	
do	Building stable.....	120 00	
do	Fuel, \$8; rails and pickets for fence, \$88.50.....	96 50	
De LaPerelle Bros.....	Land for lighthouse purposes.....	150 00	
Thos. Savage.....	do do	100 00	
B. Trachy.....	do do	50 00	
W. Barbour.....	Travelling expenses.....	71 25	
Jno. Beck.....	Painting.....	19 95	
J. Boivin.....	Brushes and nails.....	5 70	
J. Vaudry.....	Glass cloth.....	2 60	
S. Bedard.....	Lamp.....	2 00	
			1,013 00
<i>Matane Light.</i>			
F. X. Dionne.....	Twelve months' salary as Keeper.....	246 88	
do	Fuel.....	7 00	
J. Vaudry.....	Glass cloth.....	3 24	
F. O. Vallerand.....	Lamp and wicks.....	2 80	
			259 92
<i>Metis Light.</i>			
J. Martin.....	Twelve months' salary as Keeper.....	296 24	
do	Making fence as per contract.....	90 00	
do	Fuel, \$9; lumber for shed, &c, \$60.30.....	69 30	
do	Enlarging house, \$450; horse keep, \$20.....	470 00	
P. Jobin.....	Superintending house and travelling expenses.....	85 25	
J. Vaudry.....	Glass cloth.....	8 15	
J. Parent & Co.....	Keg.....	2 00	
J. Boivin.....	Paint.....	2 00	
Gulf Ports Steamship Co	Freight.....	2 50	
S. Bedard.....	Stove pipe.....	21 90	
			1,047 34
<i>Martin River Light.</i>			
J. Gauthier.....	Salary as Light-keeper, from 1st April, 1876, to 30th June, 1877.....	370 30	
do	Making road and clearing land.....	37 15	
do	Fuel, \$25; paid for repairs to clock, \$2.50.....	27 50	
J. Boivin.....	Paint and brushes.....	11 40	
W. H. LaRoche.....	Medicines.....	12 00	
Duquet & Co.....	Clock.....	5 00	
J. Vaudry.....	Cloth and leather.....	3 58	
F. O. Vallerand.....	Wicks and chimneys.....	6 05	
S. Bedard.....	Stove, pipe and pans.....	25 90	
			498 88
<i>Entry Island Light.</i>			
J. Cassidy.....	Twelve months' salary as Keeper.....	296 24	
do	Painting.....	10 50	
E. Cazeau.....	Truck.....	32 00	
W. H. Laroche.....	Medicines.....	12 00	
J. Vaudry.....	Cloth and leather.....	4 77	
J. Parent & Co.....	Water cask.....	2 00	
F. O. Vallerand.....	Chimneys and wicks.....	3 20	
Audet & Robitaille.....	Rope and wire.....	1 39	
S. Bedard.....	Stove and pipe.....	10 40	
J. Boivin.....	Brushes.....	3 70	
			376 20
Carried forward.....			48,023 62

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

		\$	cts.	\$	cts.
Brought forward.....					62
<i>Etang du Nord Light.</i>					
Tim. O'Brien.....	Twelve months' salary as Keeper	400	00		
J. J. Fox.....	Boat and fence	108	60		
do	Expenses purchasing land, \$27; right of way \$8... ..	35	00		
W. White.....	Ground rent.....	24	00		
J. Vaudry.....	Curtains.....	6	94		
W. H. LaRoche.....	Medicines.....	12	00		
F. O. Vallerand.....	Lamps and chimneys.....	5	10		
S. Bedard.....	Stove and pipe.....	19	60		
				611	24
<i>Etang du Nord Fog Alarm.</i>					
Tim. O'Brien.....	Twelve months' salary as Engineer.....	400	00		
E. Chanteloup.....	Tubes	646	00		
T. Routier.....	Blacksmith's repairs.....	32	90		
G. T. Phillips.....	Valve, cock, &c.....	16	60		
J. Parent & Co.....	Water cask.....	5	00		
J. Boivin.....	Boiler plates.....	27	34		
				1,127	84
<i>Percé Light.</i>					
C. Bourget.....	Twelve months' salary as Keeper.....	100	00		
do	Fuel, \$25; blowing fog-horn, \$40.....	65	00		
do	Repairs, \$15.56; postages, \$1.22.....	16	78		
J. Vaudry.....	Glass cloth.....	2	60		
S. Bedard.....	Repairing lamp \$2; stove, \$9.75; galvanized piping, \$23.25.....	35	00		
F. O. Vallerand.....	Lamp and wicks.....	1	90		
If Ports Steamship Co	Freight	8	23		
				229	51
<i>Seven Islands Light.</i>					
F. Arcand... ..	Salary as Keeper, from 20th May, 1876, to 30th June, 1877.....	450	00		
do	Allowance for fuel and water.....	100	00		
W. Watson.....	Sails.....	34	06		
S. Bedard.....	Stove and pipe.....	36	25		
J. M. Tardivel.....	Glass.....	3	95		
J. Boivin.....	Nails and grindstone.....	11	75		
John Battle.....	Hoisting gear	40	00		
Audet & Robitaille.....	Chain, rope, &c	23	45		
J. D. Marsan.....	Splicing.....	4	25		
T. Routier.....	Repairs.....	18	00		
				721	71
<i>Cape Gaspé Light.</i>					
C. D. Esnouf.....	Twelve months' salary as Keeper.....	395	00		
do	Erecting fence as per contract	65	00		
E. J. Flynn.....	Professional services.....	55	55		
J. Vaudry.....	Cloth and leather.....	8	57		
T. Routier.....	Blacksmith's work.....	15	60		
J. Boivin.....	Hardware.....	36	71		
J. Parent & Co.....	Water cask.....	5	00		
Gulf Ports Steamship Co	Freight.....	18	01		
S. Bedard.....	Chimney top.....	14	50		
Audet & Robitaille... ..	Flag, rope, &c.....	20	84		
				634	78
Carried forward.....					51,348 70

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

		\$	cts.	\$	cts.
Brought forward.....				51,348	70
<i>Fog Alarm.</i>					
C. D. Esnouf.....	Twelve months' salary of Engineer.....	400	00		
E. Chanteloup.....	Brass tubes.....	259	10		
J. Roberts.....	Freight of coals.....	214	20		
F. H. Henshaw.....	Coals, 64 tons, at \$2.....	128	00		
J. Eden.....	Empty barrels, filling and coopering.....	140	00		
G. T. Phillips.....	Valve, tubes and packing.....	49	50		
P. & W. Roberts.....	Seven cords of firewood.....	46	00		
X. Bernier.....	Firewood.....	56	00		
Jno. Roberts.....	Eight cords of firewood.....	52	00		
J. Boivin.....	Rope and hardware.....	16	46		
G. Bisset.....	Furnace bars.....	20	98		
A. Pelletier & Fils.....	Lime.....	2	50		
				1,384	74
<i>Lark Islet Light.</i>					
P. Bouilliaume.....	Twelve months' salary as Keeper.....	197	48		
do.....	Fuel, \$26; repairs to lighthouse and mast, \$26.85.....	52	85		
J. Boivin.....	Hardware.....	20	20		
Archer & Co.....	Lumber.....	38	70		
Belanger & Gariépy.....	Paint, brushes, &c.....	21	00		
J. M. Tardivel.....	Paper.....	5	25		
J. Parent & Co.....	Water casks.....	9	50		
F. O. Vallerand.....	Chimneys and wicks.....	2	85		
P. F. Rinfret.....	Medicines.....	2	75		
J. Vaudry.....	Cloth and leather.....	2	43		
St. Lawrence Steamship Navigation Co.....	Freight.....	1	00		
Audet & Robitaille.....	Rope and canvas.....	39	84		
S. Bedard.....	Pipe, drip pans, &c.....	18	25		
Isico Bros. & Co.....	Balance paid for attending to light, oil, wicks, glass, &c.....	101	26		
				513	36
<i>Point aux Orignaux Light.</i>					
J. H. Beaubien.....	Twelve months' salary as Keeper.....	246	88		
do.....	Fuel.....	12	00		
T. Routier.....	Repairs to lighthouse.....	97	50		
Archer & Co.....	Lumber.....	58	80		
J. B. Belleau.....	Building shed.....	100	00		
S. Bedard.....	Stove, pipe, &c.....	19	60		
J. Boivin.....	Nails, paint, &c.....	13	10		
G. Bouchard.....	Freight.....	12	80		
J. Nadeau.....	Travelling expenses.....	11	85		
J. M. Tardivel.....	Glass.....	4	00		
J. Parent & Co.....	Lime.....	1	25		
J. Vaudry.....	Cloth and leather.....	1	47		
				579	25
<i>Baie St. Paul Light.</i>					
H. Tremblay.....	Salary as Keeper, from 25th October, 1876, to 30th June, 1877.....	131	65		
do.....	Fuel.....	30	00		
J. Boivin.....	Tools and nails.....	36	47		
F. Simard.....	Boat hire.....	7	50		
J. Parent & Co.....	Water casks.....	8	50		
W. Watson.....	Sails.....	8	00		
F. O. Vallerand.....	Lamp, chimneys and wicks.....	8	30		
Duquet & Co.....	Clock.....	5	50		
Carried forward.....				53,826	05

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

		\$ cts.	\$ cts.
Brought forward.....			23,876 05
<i>Baie St. Paul Light.—Continued.</i>			
J. Vaudry.....	Chamois and glass cloth.....	3 27	
St. Lawrence Steamship Navigation Co.....	Freight.....	2 30	
S. Bedard.....	Stove, pipe, and pans.....	46 80	
Audet & Robitaille.....	Oakum.....	2 13	290 42
<i>Cap aux Oies.</i>			
J. Savard.....	Salary as Keeper, from 25th October, 1876 to 30th June, 1877.....	131 65	
do.....	Fuel.....	20 00	
R. Cameron.....	Boat.....	20 00	
F. O. Vallerand.....	Lamp, chimneys and wicks.....	5 75	
J. Boivin.....	Tools.....	7 55	
Duquet & Co.....	Clock.....	5 50	
J. Parent & Co.....	Casks.....	8 00	
J. Vaudry.....	Cloth and chamois.....	2 52	
Audet & Robitaille.....	Canvas.....	4 03	
G. Gagne.....	Freight of boat.....	4 00	
S. Bedard.....	Stove and pipe.....	40 65	249 65
<i>Chicoutimi Wharf.</i>			
C. Harvey.....	Salary as Keeper, 1876.....	40 00	
do.....	Ladder.....	3 00	43 00
<i>Chicoutimi Range Light.</i>			
Price, Bros. & Co.....	Wages of Keepers, 1876.....	192 00	
G. Turgeon.....	Repairs to lights.....	131 92	
W. Warren.....	Travelling expenses.....	60 45	
F. X. Dery.....	Lamps and repairs.....	29 80	
F. O. Vallerand.....	Chimneys, wicks, &c.....	22 40	
St. Lawrence Steamship Navigation Co.....	Freight.....	18 50	
F. W. Henshaw.....	Reflectors.....	18 00	
J. M. Tardivel.....	Glass.....	18 75	
J. Nadeau.....	Travelling expenses.....	15 00	
T. Routier.....	Making swivels, shackles, &c., for buoys.....	56 45	
J. Boivin.....	Iron.....	34 48	
J. Vaudry.....	Glass cloth.....	1 02	
O. Tremblay.....	Supplies and repairs.....	129 98	
H. Robitaille.....	Sinkers.....	227 36	
Audet & Robitaille.....	Blocks.....	2 35	958 46
<i>Port St. John.</i>			
C. Langlois.....	Twelve months' salary as Keeper.....	296 24	
W. Barbour.....	Travelling expenses.....	41 50	
P. Jobin.....	Door, shingles, &c.....	7 10	
E. Chanteloup.....	Repairing revolving apparatus.....	95 00	
J. Vaudry.....	Cloth and leather.....	1 62	
F. O. Vallerand.....	Lamps and wicks.....	2 45	
C. Langlois.....	Fuel, \$16.00; boarding workmen, \$5.40.....	21 40	
Grand Trunk Railway Co.....	Freight.....	2 20	467 51
Carried forward.....			55,835 09

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

		\$	cts.	\$	cts.
	Brought forward.....			55,835	09
	<i>Wharf Repairs.</i>				
P. Jobin.....	Wages of workmen.....	686	44		
J. Boivin.....	Iron and spikes.....	152	29		
Archer & Co.....	Lumber.....	1,576	45		
C. & W. Wurtele.....	Iron.....	138	76		
J. Nadeau.....	Paid freight on materials, &c.....	60	00		
				2,613	94
	<i>Ellis Bay.</i>				
R. Setter.....	Twelve months' salary as Keeper.....	197	48		
G. Bouchard.....	Pork.....	157	50		
Dion & Fils.....	Flour and peas.....	96	75		
J. Boivin.....	Locks.....	4	00		
S. Bedard.....	Stove pipe.....	5	15		
				400	88
	<i>St. Francis Range Lights.</i>				
J. Lepage.....	Twelve months' salary as Keeper.....	75	00		
J. Marceau.....	do do.....	75	00		
J. Lepage.....	Fuel.....	16	00		
S. Bedard.....	Stove and pipe and chimney top.....	37	95		
J. Boivin.....	Paint, nails and zinc.....	10	40		
F. Langelier.....	Professional services examining papers relative to purchase of land.....	4	00		
Duquet & Co.....	Repairing clock.....	1	00		
J. Vaudry.....	Glass cloth.....	0	96		
F. O. Vallerand.....	Globe for lantern.....	0	75		
				221	06
	<i>Tadouac Range Lights.</i>				
L. Guay.....	Twelve months' salary as Keeper.....	150	00		
do.....	Fuel, \$25; deals, \$45.50; stays, \$41.20.....	111	70		
C. E. Gauvin.....	Survey.....	55	50		
J. Boivin.....	Iron and tools.....	34	43		
St. Lawrence Steam Na- vigation Company.....	Freight.....	10	15		
J. Parent & Co.....	Puncheons.....	8	00		
J. Radford.....	Expenses, surveying.....	13	58		
S. Bedard.....	Stove and pipes.....	69	75		
F. O. Vallerand.....	Lantern.....	5	95		
J. Vaudry.....	Plate glass cloth.....	2	33		
Archer & Co.....	Lumber.....	29	52		
Crown Lands Depart- ment.....	Land.....	10	00		
Audet & Robitaille.....	Lock, rope, &c.....	14	36		
				515	27
	<i>Provision Depôts.</i>				
M. Dion & Fils.....	Flour and peas.....	125	25		
Taché & Co.....	Preserved meats.....	122	88		
				248	13
	<i>Buoys and Beacons.</i>				
C. & W. Wurtele.....	Iron.....	90	17		
T. Routier.....	Chains and ironing buoys.....	189	93		
do.....	Building beacon.....	23	80		
J. Eden.....	New buoys.....	118	90		
				59,894	37
	Carried forward.....			59,894	37

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

		\$ cts.	\$ cts.
Brought forward.....			59,894 37
<i>Buoys and Beacons.—Continued.</i>			
Corporation of Pilots.....	Placing buoys.....	40 00	
J. Nadeau.....	do	207 40	
St. Lawrence Steam Na- vigation Company.....	do	100 00	
R. H. Montgomery.....	do	29 91	
E. Heppel.....	do	24 00	
J. Eden.....	do	52 00	
J. Parent & Co.....	New buoys.....	1,010 00	
do	Repairing buoys.....	122 75	
D. Levesque.....	Salvage buoys	20 00	
J. J. Fox.....	Repairing buoys.....	16 00	
Terreau & Frère.....	Sinkers	16 20	
J. Carrell.....	Advertising.....	8 40	
M. Fournier.....	Repairing beacon.....	12 00	
D. Damoin.....	do	13 00	
Archer & Co.....	Lumber	58 52	
G. Gagnon.....	Painting.....	4 00	
J. Boivin.....	Paint and iron for buoys.....	52 59	
J. Parent & Co.....	Lime	1 25	
A. H. Murphy.....	Coals	10 00	
P. Jobin.....	Repairing beacon.....	17 40	
A. Marmen.....	do	11 30	
J. Le Bel.....	do	5 00	
F. X. Gôté.....	do	40 00	
N. Fitzhenry.....	Scraping and painting buoys.....	37 00	
J. J. Fox.....	Painting and placing buoys.....	22 50	
H. Robitaille.....	Sinkers	32 48	
do	do	16 24	
T. Routier.....	Ironing.....	16 40	
J. Boivin.....	Iron	23 93	
			2,443 07
<i>General Account.</i>			
J. Boivin.....	Hardware, paint, &c.....	1,840 89	
W. Barbour.....	Travelling and incidental expenses.....	194 16	
T. Routier.....	Joiner's and smith's work.....	3,495 63	
F. O. Vallerand.....	Chimneys, lanterns, wicks and burners.....	1,182 50	
Archer & Co.....	Lumber.....	1,427 90	
F. W. Henshaw.....	Lanterns.....	144 75	
Chinic & Beaudet.....	Powder, 200 kegs, 100 lbs. each, at \$20, \$400; storage and freight, \$230.50.....	4,230 50	
E. Chanteloup.....	Lanterns, burners, &c.....	874 02	
F. A. Fitzgerald & Co.....	Petroleum, 23,250½ gallons, at 26c.....	6,045 13	
J. Marmen.....	Cartage.....	385 10	
C. Hough.....	Carriage hire.....	10 00	
J. C. Hamel.....	Storage of oil.....	288 17	
O. Picard.....	Tanks.....	180 00	
Dawson & Co.....	Stationery.....	30 86	
Militia Department.....	Powder.....	97 50	
F. X. Dery.....	Canisters.....	160 92	
Jos. Eden.....	Salary.....	175 00	
A. Barbeau.....	Repairs.....	10 00	
Duquet & Co.....	Clock.....	24 00	
C. E. Holiwell.....	Stationery.....	67 50	
Quebec and Levis Ferry.....	Ferriages of oil.....	54 60	
Thibaudeau Frères.....	Flannel.....	28 51	
L. Bourget.....	Brooms, soap and matches.....	337 65	
J. M. Tardivel.....	Painting.....	79 31	
J. Vaudry.....	Chamois and flannel.....	175 67	
H. Dinning.....	White pine.....	32 80	
Carried forward.....		21,573 07	62,337 44

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

		\$ cts	\$ cts.
Brought forward		21,573 07	62,337 44
<i>General Account.—Continued.</i>			
Belanger & Gariépy.....	Paint.....	365 30	
Montreal Telegraph Co.....	Messages.....	151 68	
C. Martin & Son.....	Anchors.....	1,047 71	
E. Menard.....	Freight of coals.....	222 00	
E. J. Flynn.....	Professional services.....	108 01	
J. Cunningham.....	Repairing sails and tarpaulin.....	266 50	
Jno. Auld.....	240 gallons of boiler purger, at \$1.25.....	300 00	
Queen's Store.....	Storage of oil.....	400 00	
W. Barbour.....	Allowance for board.....	100 00	
T. Caron.....	Freight.....	61 00	
C. & W. Wurtele.....	Iron.....	66 97	
J. Cassidy.....	Salary as Harbour Master.....	50 00	
J. Brown.....	20 cords of wood, at \$3.50.....	70 00	
W. Crawford.....	Hay, \$82.53; coals and bricks, \$52.67.....	135 20	
J. Parent & Co.....	Cooperage.....	156 80	
T. E. Gagne.....	Silvering reflectors.....	39 00	
P. Stephens.....	Watching and patrolling.....	91 00	
Audet & Robitaille.....	Canvas.....	26 82	
S. Bedard.....	Oil cans, repairs, &c.....	43 15	
H. E. Casgrain.....	Telescopes.....	20 00	
E. Desgagne.....	Chimney cleaners.....	39 60	
British American Bank Note Co.....	Cheque books.....	38 75	
G. Bisset.....	Repairing punch.....	10 50	
Automatic Oil Cup Co.....	Oil cups.....	15 00	
W. H. LaRoche.....	Plasters.....	4 80	
W. C. Scott.....	Express charges.....	15 68	
J. Carrell.....	Advertising.....	13 92	
<i>Nouveau Monde</i>	do.....	5 76	
J. J. Foote.....	do.....	122 84	
G. T. Cary.....	do.....	16 80	
A. Coté.....	do.....	8 55	
F. Fisher.....	Printing.....	10 00	
J. P. Dery.....	Stationery.....	220 22	
Dawson & Co.....	do.....	21 15	
S. Marcotte.....	Printing.....	141 97	
Ross & Co.....	Freight of anchors.....	13 77	
Jos. Pepin.....	Repairing boat.....	12 00	
D. Macnee & Son.....	Flag.....	9 54	
L. Leclerc.....	Lumber and copper.....	22 75	
F. X. Trudelle.....	Block.....	35 00	
J. Colvin.....	Bags.....	18 75	
D. Babin.....	Repairing canoe shed.....	20 00	
J. Eden.....	Wharfage of coals.....	41 50	
R. Cameron.....	Stoves.....	23 32	
Collector of Customs.....	Duty on leak stoppers.....	17 06	
Dept. Militia and Defence	Paid freight on tubes.....	14 59	
D. Damour.....	Repairing canoe.....	15 10	
D. Lamore.....	Sawing wood.....	20 00	
S. Carrol.....	Sundry repairs to machinery.....	39 80	
J. B. Pruneau.....	Postages.....	15 00	
G. Glassford.....	Paint.....	38 35	
Dinning & Webster.....	Pails.....	16 00	
G. T. Phillips.....	Pipe and packing.....	13 55	
R. McLeod.....	Seeds.....	9 05	
J. B. Dussault.....	Oars, &c.....	7 50	
Gulf Ports Steamship Co	Freight.....	9 83	
A. Fraser & Co.....	do.....	5 35	
Terreau & Frère.....	Castings.....	6 80	
S. J. Shaw & Co.....	Hardware.....	3 70	
Ph. Bouillard.....	Bags.....	6 00	
Carried forward.....		26,414 06	62,337 44

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

		\$ cts.	\$ cts.
Brought forward.....		26,414 06	62,337 44
<i>General Account.—Continued.</i>			
Drolet & Audard.....	Taps.....	3 00	
H. S. Scott.....	Beltng.....	2 15	
Str. "Montreal".....	Freight.....	4 45	
Allans, Rae & Co.....	do.....	1 22	
Jno. Baile.....	Coals.....	4 25	
F. M. Dechene.....	Linen.....	2 25	
D. Laliberté.....	Repairs to locks, keys, &c.....	5 22	
N. Fitzhenry.....	do to powder bags.....	3 00	
Grand Trunk Railway Co.....	Freight.....	2 15	
Receiver-General.....	Superannuation tax on Light-keepers' salaries.....	228 44	
Total.....			26,670 19
			\$89,007 63

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 3.

REPORT OF THE NEW BRUNSWICK AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES FOR THE FISCAL YEAR ENDED THE 30TH JUNE, 1877.

AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES,

ST. JOHN, N.B., 1st September, 1877.

SIR,—I have the honour to forward herewith a statement of the operations of the branch of the Department for the fiscal year ended 30th June, 1877, together with an account of operations and expenditures from that time to the present, 1st September. While it affords me much pleasure to testify to the efficient state of the Lighthouse Service on these coasts during the past year, I regret to inform you that owing to the disastrous fire in this city on the 20th June last, all the papers and records of the past and previous years belonging to this branch of the Department, then in the office, with the exception of the ledger, were destroyed. Fortunately, copies of all public accounts and important documents having regularly been forwarded to Ottawa, I am thus enabled to obtain copies; these, with the published records in the Blue Book, prevent any serious inconvenience to the Department. Though this has delayed my report, and prevents me from entering as fully into details as usual, I am happy to inform you that the temporary embarrassment caused by the fire has been in a great part overcome, and the facilities for carrying on the work of the Department here, are such as will entail no inconvenience to the service on these coasts.

The total number of lights under the supervision of this branch of the Department is sixty-six, and the total amount of expenditure during the fiscal year was \$66,713.19, expended as follow

Lighthouse and Coast Service.....	\$44,776 15
Buoys and Beacons.....	6,222 83
Construction.....	2,000 00
Observatory.....	857 28
Office expenses and contingencies.....	2,655 92
Marine Hospitals.....	10,202 02

LIGHTHOUSE AND COAST SERVICE.

The district over which this Agency has supervision embraces all the lighthouse stations on the coast of the Province of New Brunswick, the River St. John, Straits of Northumberland and Baie des Chaleurs; all the buoys and beacons, fog-whistles, hospitals and temporary lodgings for sick and distressed seamen who may be landed on our shores; all fog-whistles and lighthouses now in course of construction, together with the various accounts connected with the above works, and the accounts of the Fishery Branch.

LIGHTHOUSES.—There are sixty-six lights under the supervision of this Agency of the Department, and these are under the immediate charge of fifty-eight lighthouse keepers including the lightship on the Miramichi River, and fog-whistles.

FOG-WHISTLES.—There are seven fog-whistles in operation on the coasts of this Province, five of which are in the Bay of Fundy, and two in the Gulf of St. Lawrence. Two additional ones are now in course of erection.

The number of Keepers now attending the lighthouses and fog-whistles, with a detailed statement of the expenditure, will be found in the Appendix to this Report.

GRINDSTONE ISLAND (FIXED WHITE.)

Lat. 45° 43' 13" N.; Long. 64° 37' 25" W.

This Station, situated in the head-waters of the Bay of Fundy, was visited on the 17th of July, for the purpose of inspecting the new building recently erected there by Mr. J. B. Stevens, for a fog-whistle. A report referring to this work has been forwarded to the Department.

The lighthouse building was again examined on the occasion of my last visit, and the sills were found to be very much decayed, as previously reported; any further delay of repairs would have endangered the whole structure. This condition of things being brought to your notice, you were pleased to direct that the necessary repairs be made. Mr. J. B. Stevens having the work in constructing the fog-whistle building at this Station, was directed to prepare the timber and have the new sills and joists put into the lighthouse. This was done by workmen employed by the day, the Department engaging Mr. Stevens to perform the work, he to provide as many additional labourers as might be found necessary, and to have it completed with as little delay as possible. The expense of these repairs, together with that of an excavation for a deep hole to retain water for the fog-whistle during the summer, will appear in the accounts for the next fiscal year. The machinery for the fog-whistle building has been landed on the Island, and, I presume, it will shortly be put in operation. This is a very important Station, being the entrance to Five Fathom Hole, the only safe harbour of refuge for vessels on the eastern side of the Chignecto channel.

The light at this Station is well maintained by Mr. John R. Styles.

CAPE ENRAGE (FIXED WHITE.)

Lat. 45° 35' 34" N.; Long. 64° 46' 55" W.

While on a visit of inspection to Grindstone Island, I drove down to this Station, which is under the management of Mr. W. S. Starratt, Engineer and Light-keeper. His son who had been employed as assistant Engineer was not there, but Mr. Starratt informed me that he employed another person as assistant. I did not see the person, and am therefore unable to report as to the qualifications of the assistant.

Mr. Starratt had during the year put a picket fence around the dwelling-house and enclosed a yard of considerable space, so that the dwelling inside and out presents a very neat and tidy appearance. The engine and machinery was in good working order. The light-house requires painting, and this Mr. Starratt will attend to as soon as the paint for the purpose is received, and he will also give a little more attention to the inside appearance of the fog-whistle building. Mr. Starratt, I believe to be a reliable and efficient man. He has a very intelligent and interesting family, and one could not but regret that owing to be isolated position of the Station they are denied the privileges of social and religious intercourse.

QUACO LIGHT (REVOLVING WHITE.)

Lat. 45° 19' 20" N.; Long. 65° 31' 55" W.

I visited this Station on the 25th August last, and found that since my visit of the previous year, the revolving light had been working regularly, and that a fog-bell worked by machinery had also been erected.

The light at this Station works satisfactorily, is well reported of, and, with the new machinery, works with great accuracy, throwing a very brilliant flash light which is seen at a great distance, and gives entire satisfaction to coasters and those connected with the steamers plying between St. John and this harbour.

The fog-bell is a very important acquisition to this Station, and the harbour can now be made with the greatest ease and safety both at night and during thick and foggy weather.

The fog-bell at such times requires winding up at least every two hours, and during a long continuation of thick weather, such as we had this summer, for some two or three weeks together, must be very wearing on the Keeper. If it were not that he pays an assistant, I do not see how this Station could be properly attended, and both the lighthouse and fog-bell machinery kept in operation. Mr. Love has met this additional expense out of his own salary. This should receive the consideration of the Department, as the labour of the Station has been greatly increased, and there has been no increase to the pay of the keeper, notwithstanding it has involved the necessity of additional help, at least during certain portions of the year, especially during foggy weather and the storms of winter.

CAPE SPENCER (REVOLVING RED AND WHITE.)

Lat. 45° 12' 30" N; Long. 65° 54' 0" W.

This important revolving light has been well maintained during the past year, and is the light chiefly depended on by vessels and steamers crossing the Bay of Fundy for St. John as well as those going up and down the bay. No expense beyond that for the ordinary maintenance has been incurred at this Station during the year, except to complete the remainder of the road to the lighthouse. The sum of \$50 was expended for this purpose, so that now there is a waggon road from the main public road to the lighthouse, and this has been made by the Department, and is an expense that was unavoidable, owing to the approach by water being very difficult and dangerous.

PARTRIDGE ISLAND (FIXED WHITE.)

Lat. 45° 14' 20" N; Long. 66° 3' 20" W.

This Island is situated at the entrance to the harbour of St. John. In addition to the lighthouse there is a fog-whistle and signal station maintained at this place, all of which are under the care of Mr. Wilson, who employs an assistant. No expense beyond that of ordinary maintenance has been incurred at this Station during the past year.

A new whistle of greater power is needed, and its erection is in contemplation; also a safe and substantial building for the fog-whistle, the present building being of wood and entirely too limited for the purpose, and so close to the boiler it is not considered safe; and an additional well for holding water for the new boiler, which requires a much greater supply than the one taken out of that building. A moderate quantity of water had to be carried by land to supply the boiler during the month of August.

BEACON LIGHT (FIXED W)

Lat. 45° 15' 10" N; Long. 66° 3' 40" W.

This light is situated in the Harbour of St. John, and has a fog-bell also, which is rung by machinery. The bell was removed from the building, and it is now heard more distinctly and for a much greater distance. The machinery for the fog-bell requires winding up every two hours, and consequently has entailed a very large additional amount of labour on the Keeper of this Station; this, he informed me, he could not have been able to perform but for an assistant, whom he paid out of his own salary, as the keeper at Quaco Station does. This requires the consideration of the Department, as it would be quite impossible for the Keeper to be on duty so long a time as is necessary without assistance, as the machine was during this season kept in operation for nearly three weeks without intermission, and had to be wound up every two hours during that time. The difficulties of getting up the harbour during thick weather are such that it is indispensable to seamen.

POINT LEPREAUX.

Lat. 45° 3' 40" N; Long. 66° 27' 39" W.

I visited this Station on the 1st September, and landed supplies from the steamer "Newfield." I found everything here in first-class order so far as it was in the power

of the Keeper to make it so. It is always a matter of regret when I visit this station to find the same old lantern with its small panes of glass, diminishing and cutting off a large portion of the rays of light. This important Station should have a modern lantern with plate-glass.

BLISS ISLAND (FIXED RED.)

Lat. 45° 1' 15" N; Long. 66° 51' 0" W.

The Keeper of this Station was not present when I visited it; his daughter being in charge. The family is now very comfortable, having a good dwelling-house to live in near the light-house. The supplies were all safely landed from the "Newfield." Everything about the Station is in good order, and I have full assurance that the lights are well maintained.

BEAVER HARBOUR (FIXED WHITE.)

Lat. 45° 3' 45" N; Long. 66° 44' 0" W.

This Station was visited on the 1st September, and the supplies landed from the "Newfield. The light is well maintained and does a very important service as a harbour light. The place is largely resorted to as a harbour of refuge, and with this light as a guide, can be entered with great ease in the darkest night and during the severest storms.

The Keeper has a large family, and wished me to inform the Department that he is unable, with the most rigid economy, to maintain his family on his present salary. He is in hopes that a hundred dollars more may be allowed him so that he may not become pecuniarily embarrassed.

The water-tank in the cellar not being tight, cement was sent for repairing it. As there is no wood at this Station, it will be necessary for the Department to grant the Keeper the usual allowance for such supplies.

PEA POINT, L'ETANG HARBOUR, CHARLOTTE CO.

A new building has been erected at this Station, which was nearly completed when my visit of inspection was made on the 1st September.

The Keeper was in charge, though his family had not been removed to the Station, but this he intended doing shortly after my visit there.

The importance of this light cannot be over-estimated. It is situated at the eastern entrance to L'Etang Harbour. During my stay at this place I had an opportunity of examining more fully this safe and spacious port. Without exception it is one of the very finest harbours, in the Bay of Fundy, with a wide and easy entrance, deep water, and completely protected from every wind and storm. The two lights, one at the western, and the other at the eastern entrance to this extensive and sheltered harbour, are two lights of the greatest value to the marine service of the Bay of Fundy. Oil and some other supplies were landed at this Station, and these were with some difficulty got to the lighthouse. A landing place can easily be made by a few pieces of scantling bolted to the rock extending down the side of the cliff into deep water. This I purpose having done before supplies are again sent to this Station.

MIDJIC BLUFF (FIXED WHITE.)

Lat. 45° 6' 53" N; Long. 66° 54' 30" W.

I did not visit this Station during my recent tour, not finding it convenient to do so. The supplies were landed from the "Newfield," after her return from the Grand Manan station. I have good reason to believe that the light at this Station is satisfactorily maintained.

SAND REEF LIGHTHOUSE, PASSAMAQUODDY BAY.

Lat. 45° 3' 45" N; Long. 67° 0' 50" W.

This building I found in much better condition than when I last visited it, everything about it being clean and orderly, and the lights in good condition.

Lining the lantern was found to be a decided improvement, the drafts being more steady and uniform, and little or much air can now be admitted without the light flickering. The stairs from the beach to the first deck had not been replaced as I expected to find them. A good ladder which I had ordered when there last winter, which was found very easy to get up by, had been placed in position. As the building had an unfinished look, and the steps would be safer for the winter, I arranged to have the stairs replaced and the back part covered at an angle that would break off the seas. No order has been received from the Department with reference to stiffening the tower on the north side by iron braces from the post of the tower, to extend down on the posts of the block. Full reference was made in my last year's report to the required improvements.

The supplies were safely landed from the steamer "Newfield."

ST. CROIX RIVER LIGHTS.

SPRUCE POINT, Lat. 55° 10' N.; Long. 67° 11' W.

MARK POINT, Lat. 45° 10' 10" N.; Long. 67° 12' 30" W.

These lights were not visited by me during the summer, but the supplies for them were landed from the "Newfield" at the St. Andrews' Depot, and placed in charge of the Keeper there to forward to the Stations by the steamer that goes to St. Stephens.

SOUTHERN WOLF (REVOLVING WHITE.)

Lat. 44° 56' 30" N.; Long. 66° 44' 10" W.

The supplies were all safely landed at this Station in a very short time, owing to the convenience of the landing made there by Mr. Snell. The building, lantern and fighting apparatus were all found to be in good working order.

HEAD HARBOUR (FIXED WHITE.)

Lat. 44° 57' 40" N.; Long. 66° 54' 10" W.

This Station in Campobello Island, near the entrance to Eastport Harbour, is an important one. I found everything here in good order. The supplies were landed from the "Newfield" in a very short time and in good order, owing to the improved landing ways at this Station. A site was fixed for the fog-trumpet on the eastern side of the dwelling-house. The sound is most required for vessels approaching from sea, and this was specially considered in locating the building. The light-house and dwelling will obstruct the sound in some measure from the western approach or vessels coming out of the harbour, but this is of comparatively small importance compared with that of making the entrance.

This once obtained, they have the bold shore of the Island to guide them into port. The fog-horn will be in operation in the course of a few weeks, the materials and machinery for which are now in course of landing at that Station. They will be put in position without delay.

SWALLOW TAIL (FIXED WHITE.)

Lat. 44° 45' 52" N.; Long. 66° 44' 0" W.

This Station was visited on the 6th September, and all the supplies landed from the steamer "Newfield." During the past year Mr. Kent has completed the platform from the house to the lighthouse, built a small addition to the dwelling, and constructed a landing platform around the same. Everything at this Station is in first class condition, and Mr. Kent takes great pride in keeping this Station, and its appurtenances in good order. He is a man of good taste, and this Station is visited by great numbers of strangers and excursionists who come to the Island during the summer season.

Mr. Kent had given the lighthouse a coat of paint, which had lightened it up and greatly improved its appearance. Altogether, this Station may be considered the model station of the Department.

MACHIAS SEAL ISLAND (FIXED WHITE.)

Lat. 44° 30' 7" N.; Long. 66° 6' 13" W.

I visited this important Station on the 3rd September. Owing to the heavy sea Captain Purdy was obliged to put off from this Station twice before landing all the supplies; a very little wind causes the heavy sea to break on the shore and the waves strike with great violence against the rocks, so that no boat can approach without the risk of being dashed to pieces. Mr. Webster has recently been appointed to this Station, and his eldest son, a clever energetic young man, is his assistant, and appears quite at home in the performance of his duties. The engine and all parts of the machinery are well cared for, and from what I saw of Mr. Webster, I consider him a competent engineer, and I feel assured that every duty devolving upon him will be faithfully attended to. His family appear contented in their new though isolated home. On the western side of the fog-whistle there is a gorge or fissure in the rock, and the expenditure of a few dollars in blasting would aid in forming quite a large reservoir for water. It has always been found a difficult task to keep a sufficient supply of water, owing to the rocks all being seamy and the water table at best small. While the new lighthouse is in course of erection, I will arrange with the contractor to have this attended to. Also to blast out a few loose rocks at the landing ways, which endanger the loaded boats when landing. The least sea throws them on these rocks, and it is with difficulty that boats are prevented from being overturned.

In my last report, I referred to Capt. Purdy's views with reference to fixing the site of the new lighthouse to be erected on this Island, a little south of the old one. While recently there this subject again received Capt. Purdy's careful attention. He took the ranges of the ledges and rocks on both sides of the Island and fixed the site of the lighthouse to be erected at this Station, so that vessels in bringing the lights in range would have time to tack before being on the ledges. At present the lights range with the ledges. I am in hopes to have Capt. Purdy's report to submit to the Department in good time to have your decision before the contractor goes to the Island. I would, therefore, ask the attention and early consideration of the Department to this subject.

GANNET ROCK (FIXED AND FLASH, WHITE.)

Lat. 44° 0' 38" N.; Long. 66° 47' 0" W

This lighthouse, situated on a dangerous range of ledges about 8 miles south of Grand Manan, is kept by Mr. W. B. McLaughlan, who is a careful and painstaking servant of the Department and well acquainted with the dangers of this coast. He is thorough and practical, and always prompt and fully awake to the importance to the duties of his position. Owing to the roughness of the sea I was unable to visit this Station this season as the vessel could not go there at the time to land the supplies. I, however, had an opportunity of seeing Mr. McLaughlan and learning from him the condition of the building and surroundings.

In my last Annual Report I referred to the necessity of having the hip roof surrounding the lighthouse renewed, as it was leaking badly, and has been for some time past, and the sills of the building, it is feared, have, in consequence, been decaying, and may now be found in a condition endangering the safety of the building. The work of repair should not be delayed longer. I am also informed that one or more of the foundation stones have been loosened by the violence of some of the heavy storms, and this will require to be attended to before future storms shall have added to the danger. The south side of the building and platforms were improved a few years ago, but no work was done to the platform on the north side. This is in a rotten condition and should be renewed at the time the other work is being done.

The expense on the whole will be considerable, as the tower is large. The work can only be done under many disadvantages, as the lighthouse is situated among dangerous rocks and reefs, and during the calmest weather rapid and treacherous currents surround it.

The lighthouse and machinery receive the most careful attention from Mr. McLaughlan, who always has an assistant in the building. The Station is never without a proper keeper in charge.

ST. JOHN RIVER LIGHTS.

There are eleven stations on the St. John River, including four on the Grand Lake, and two on Washademoak Lake, situated as follows: Green Head, Mr. J. Williams, Keeper; Sand Point, Mr. James Clark, Keeper; Oak Point, Mr. Chas. Theal, Keeper; No Man's Friend, Mr. Edmund Bussa, Keeper; Oromocto Shoals, Mr. James K. Hazen, Keeper; Wilmot's Bluff, Mr. J. D. Wilmot, Keeper; Robertson's Point, Mr. Samuel Robertson, Keeper; Fanjoy's Point, Mr. Wm. Fanjoy, Keeper; Cox's Point, Mr. M. Y. Cox, Keeper; Newcastle, Mr. Robert McMann, Keeper; Musquash Island, Mr. Daniel Smith, Keeper; and Hendry's Point, Mr. Jos. Hendry, Keeper.

It is proposed to change the beacon light at the end of the mouth of the Oromocto, so as to range with the lights on Wilmot's Bluff, and, with the channel, to guide steamers and other vessels through the intricate passage between the Islands at the mouth of the Oromocto River. It is understood that the Local Government will contribute towards the erection of a breakwater at this place, which would extend out to the edge of the channel of the river. At the outer end of this, the Department has secured the privilege of having this light erected, and of having that portion of the wharf raised higher than the other to secure it from the floating ice, and have it above the level of the freshet.

HILLSBOROUGH ALBERT COUNTY.

No expense beyond that of the ordinary maintenance has been incurred at this Station during the past year. The wharf on which the lighthouse building stands has not been levelled, and consequently the small lighthouse tower has remained as it was when last reported on.

FOG-WHISTLES.

These important aids to navigation on our rock-bound and foggy coast continue to be maintained in good condition, and provided with such improvements as they need to make them of the utmost possible service to the mariner in the season of his greatest danger and emergency in foggy and tempestuous weather. There are now seven fog-alarms in operation on the southern and eastern coasts of our Province, viz., at Partridge Island, Point Lepreaux, North Head on Grand Manan, Machias Seal Island, Cape Enrage in the Bay of Fundy, and at Point Escuminac and Point Miscou in the Gulf of St. Lawrence. These have all been maintained in successful operation during the year.

In addition to the above, there are in course of construction, a fog-whistle on Grand Stone Island, and a fog-horn at Head Harbour Light Stations. These, it is expected, will be put in operation this fall. All the Stations have been supplied with coal by the "Newfield," and, at the same time, other necessary supplies were landed.

NEW LIGHTHOUSES.

The new lighthouse on Pea Point has already been referred to under the head of Lighthouses. A contract has been entered into by the Department to erect a new lighthouse building on Machias Seal Island. The lantern for this has recently been landed at that Station, but the new dioptric lenses or lantern, I regret to state, was in the special warehouse at the time of the great fire of the 20th June, and was therefore destroyed, making it necessary for the Department to order another to replace it.

BUOYS AND BEACONS.

Under the proper head will be found a list of the buoys in the different Harbours.

IRON SPINDLE (OLD PROPRIETOR.)

Lat. 45° 33' 10" N; Long. 66° 40' 0" W.

This spindle has withstood the heavy storms of the winter, and is highly reported of. It is an admirable guide to warn vessels off that rock which has brought so many brave mariners to a watery grave.

BELL BUOY.

This is situated off the eastern end of Partridge Island, and is found to be an indispensable guide to vessels entering the harbour of St. John. During the past season it broke from its moorings and came up the harbour. It was overhauled, repainted and replaced with but little delay. New mooring tackle has been obtained, and will be attached before winter weather sets in.

OIL.

The annual supply of oil for the present year, purchased from the Messrs. Fitzgerald, was received. The number of gallons is 11,886, costing \$3,209.32. The oil was stored in the brick building of Messrs. J. & T. Robinson, on Union Street, and was all consumed by the terrible fire of the 20th June. This made it necessary for the Department to purchase another supply, which was shipped to Halifax, to go directly on board the steamer "Newfield," to be landed at the different Stations in the Bay of Fundy.

The quality of the oil for the previous year was reported for the most part good, and I should judge that the same might be said of the supply for this year.

OBSERVATORY AT ST. JOHN.

The Observatory and Signal Station on the Custom House building, recently destroyed by fire, was under the care of Mr. Geo. Hutchinson and Mr. J. B. Longley, were in successful operation up to the 20th June. After this a signal pole was erected at the warehouse of the steamer "Emperor," in which the signals were again repeated and the movements of the time ball attended to by Mr. Hutchinson. I beg to append Mr. Longley's report of this service.

St. JOHN, Sept. 21st, 1877.

SIR,—In making my report for the fiscal year ending June 30th, 1877, I am indebted to the Harbour Master, through whose kindness I was enabled to make returns; my own books and papers having been destroyed during the fire of the 20th June, 1877. I report to the present date, hoping all errors may be excused.

Arrival of Shipping at the Port of St. John, New Brunswick, from Oct. 1st, 1876, to Sept. 21st, 1877.

	TONNAGE.
20 Steamers	11,612
100 Ships.....	135,755
186 Barks.....	118,872
7 Barkantines.....	2,633
25 Brigs.....	7,324
92 Brigantines.....	22,290
23 Three-masted Schooners.....	7,863
Total.....	306,349

Your obedient servant,

JOHN B. LONGLEY.

J. H. HARDING, Esq.,
Agent Marine and Fisheries,
St. John, N. B.

In conclusion, I beg to append the report of Mr. James Mitchell the Superintendent of Lights on the North Shore and East Coast of the Province, also under the supervision of this branch of the Department.

I have the honour to be, Sir,
Your most obedient servant,

J. H. HARDING.

Hon. A. J. SMITH,
Minister of Marine and Fisheries,
Ottawa.

NEWCASTLE, 1st August, 1877.

SIR,—I have the honour to report to you the following, as carried out by me under the agency during the past season :—

CAPE JOURIMAIN.

Lat. 46° 10' N. ; Long. 63° 48' 30" W.

This is a fixed white light with illuminating catoptric apparatus.

A new lantern was put on this station with a fixed white light. Seven No. 1 circular-wick lamps, three 24-inch reflectors and four 22 inches in diameter. On visiting this station, in company with Mr. Barbour, last season, we reduced the number of lamps to five, which was found to be quite sufficient.

The whole seems to be in excellent condition, neat and clean in every department, and the keeper, Mr. Bent, very attentive and obliging, and thoroughly understands the duties of his office. His family consist of five, including himself and wife.

The usual supplies of oil and other necessaries were landed on the 24th July.

SHEDIAC BEACON LIGHTS.

Lat. 46° 15' 20" N. ; Long. 64° 31' 50" W.

The lamps at this Station are in good order, and consist of two No. 1 mammoth flat-wick lamps, exhibiting fixed white lights, which are very superior. The Keeper, Mr. Robinson, discharges his duty faithfully, and is a very efficient officer.

The usual supplies were landed.

CASSIE'S CAPE.

Lat. 46° 19' 15" N. ; Long. 64° 30' 20" W.

This is a wooden lantern 9½ feet in diameter, with revolving white light. Catoptric illuminating apparatus, with four mammoth flat-wick lamps. I visited the Station in company with Mr. Barbour, and found every thing in good order; the Keeper, Mr. Charles Le Blanc, faithfully attending to his duties, and obliging in every respect.

This station is much in want of painting, and I would recommend that it be done as soon as possible.

The usual supply of oil and other necessaries were landed here on the 25th July.

RICHIBUCTO.

Lat. 46° 39' 40" N ; Long. 64° 42' 30" W.

This station has one mammoth flat-wick lantern, with fixed dioptric white light. On visiting this Station we found the buildings neat and in good order, and the keeper, Mr. Fabien Robichau at his station.

A boat has been supplied to this station which was very much required.

We landed the necessary supply of oil and other stores on the 25th July.

ESCUMINAC.

Lat. $47^{\circ} 4' 32''$ N; Long. $64^{\circ} 47' 30''$ W.

This is a wooden building painted white, with fog-alarm connected.

The light exhibited from this station is fixed white dioptric, three mammoth circular-wick lamps, iron lantern $8\frac{1}{2}$ feet diameter.

Everything around the premises are neat, clean and in perfect order. The keeper, Mr. Thomas Phillips, is a very efficient officer, and fills the situation he holds very creditably.

The usual supply of oil and necessaries were landed.

A boat has been also supplied to this station, where its want was much felt.

The building very much required painting.

PORTAGE ISLAND.

Lat. $47^{\circ} 9' 50''$ N; Long. $65^{\circ} 2' 40''$ W.

This station exhibits a fixed catoptric white light; four dual burners.

A new lantern and lamps are very much required at this station, as considerable complaints are being made by all the pilots of the nature of this light.

I think my suggestion to the keeper in my last visit has proved of some use, as he has now two female assistants, and everything looks neat and clean.

NEGUAC.

Lat. $47^{\circ} 17' 47''$ N; Long. $65^{\circ} 3' 20''$ W.

The light exhibited at this station is a fixed catoptric white, four mammoth flat wick lamps with four reflectors, 15 inches diameter.

The keeper, Mr. Morrison, is a very efficient officer, and keeps the buildings and everything connected with them in perfect order.

This building also requires a coat of paint, which I would recommend be attended to as soon as possible.

A boat has also been supplied to this station, which proves of great service.

I visited this station on the 26th July and landed the necessary supply of oil and other stores.

The beacon erected on the site of the one carried away in November, 1875, is found to be of great service in navigating the Gully.

TABUSINTAC.

Lat. $47^{\circ} 18' 54''$ N; Long. $64^{\circ} 59' 30''$ W.

This station exhibits a fixed catoptric white light; three mammoth flat-wick lamps.

A beacon exhibiting a white light is in connection with this light.

Mr. Thomas Savoy, the keeper in charge of this station, keeps everything neat and clean, and the lamps and reflectors are in good order.

A boat has also been provided for this station.

This station was erected on the 26th July, and the usual supply of oil and other necessaries landed.

TRACADIE.

Lat. $47^{\circ} 30'$ N; Long. $64^{\circ} 52'$ W.

A fixed white light is exhibited from this station; four mammoth flat-wick lamps with a beacon light in connection, as a guide for fishermen and others making that harbour.

This station has also been provided with a boat, the need of which was much felt.

The usual supply of oil and other necessaries were landed when I visited.

POKEMOUCHE GULLY.

Lat. 47° 40' 5" N ; Long. 64° 45' 5" W.

A lighthouse tower and dwelling were erected at this station last season.

There is here an iron lantern with five lamps, three No 2 circular; two mammoth flat-wick lamps, three of those 18½ inches in diameter and two 17½ inches, exhibiting a green light.

This building is being undermined by the high winds, and unless precautions are immediately taken to secure it, will involve a large outlay if delayed for any time.

A boat has also been provided for this station.

The keeper, Mr. Philip Robichau, is a very efficient officer and understands his duties.

We visited this station on the 26th July, and landed the usual supply of oil and other necessaries.

SHIPPEGAN.

Lat. 47° 43' N ; Long. 64° 38' W.

On the 26th July I visited this station in company with Mr. Barbour.

We found this station in very much better order than on my previous visit, everything neat and in good order, and the keeper, Mr. Dumaresque, at his station.

At my previous visit his wife was very unwell, but is now quite recovered, which in some measure accounts for the change.

The keeper is an efficient officer, and appears to understand the duties of his situation.

The necessary supply of oil, with all other stores required, were landed here.

TRACADIE SOUTH GULLY.

Lat. 47° 30' 5" N ; Long. 64° 53' W.

A new lighthouse has been erected here this season, with beacon to range with the channel, as a guide to vessels entering the harbour.

The storm early in the spring caused the channel at this station to shift, which necessitated the moving of the beacon to its present site, at the cost of fourteen dollars.

This light is situated on the north side of the Gully.

The front light is on an open framed tower 20 feet high from base to vane, painted white, with a fixed catoptric white light, elevated 19 feet above high water mark, and in clear weather should be seen eight miles.

The back light is on an enclosed square tower, 26 feet high from base to vane, painted red and distant 500 feet north from the white one, with a fixed red catoptric light, elevated 26 feet above high water, and should be seen the same distance as the other.

MISCOU.

Lat. 48 Long. 64° 29' 25" W.

This station was, by Mr. Barbour and myself, visited; he inspected the lighthouse and fog-alarm. We found the buildings neat and clean, the lamps and reflectors in very good order, and, so far as the keeper was concerned, everything satisfactory, but the tubes in the boilers leaking badly.

Mr. McConnell, the former keeper, died last season, and has been succeeded by Mr. Robert Rivers.

The buildings look clean and neat and the lamps in good order.

The fog-alarm which is attended to by Mr. David Bell, who is employed by the keeper. Mr. Rivers, is also in good order.

The necessary supply of oil and other stores were landed here on the 26th July.

I would respectfully recommend that a box of engineer's tools be provided for this station as they are much required when any damage occurs, and the keeper, Mr. Rivers, has not any tools of his own with which to do any repairs that may be required.

GOOSE LAKE.

Lat. 47° 55' 43" N; Long. 64° 35' 40" W.

The light exhibited at this station is a revolving white light, with No. 1 circular-wick lamps.

This station was visited by Mr Barbour and myself, on the 26th July, when we found the buildings neat and clean; the lamps, reflectors and everything in good order; and the keeper attentive to his duties.

A boat has also been provided for this station.

The usual supply of oil and other necessary stores were landed here.

CARAQUET.

Lat. 47° 49' 40" N; Long. 65° 54' W.

I visited this station and found everything in good order.

Mr. Narcisse Porlier, the keeper, is a good officer, very attentive, and always at his station.

The roof of the house leaks in places, thereby damaging the ceiling a little.

This station has been supplied with a boat, which is found to be of great use.

The usual supply of oil and other necessary stores were landed on the 27th July. The keeper was drowned last year; the light is kept by his wife.

HERON ISLAND.

Lat. 48° N; Long. 66° 8' W.

A fixed white light is exhibited at this station; three mammoth flat-wick lamps are in this lantern.

The building I found neat and clean, and the lamps and reflectors in good order.

The keeper, Mr. Dutch, is a very good officer, and understands his duty.

A boat has also been provided for the keeper, and the usual supply of oil and other necessary stores were landed there on the 27th July.

DALHOUSIE.

Lat. 48° 3' 15" N; Long. 66° 28' 50" W.

I visited this station on the 27th July, and landed the necessary supply of oil and other stores.

I found everything neat and clean, the lamps in good order, and Mr. Philip Arcineau, the keeper, very attentive and always at his station. The oil store recommended to be built in my last report, has not been ordered although much required.

BEACONS.

There are 21 beacon lights in the Miramichi River and Bays situate as follows:--

MIDDLE ISLAND.

Lat. 47° 0' 3" N; Long. 65° 19' 9" W.

This is a fixed white light, two mammoth flat-wick lamps, shewing east and west.

The keeper in charge, Mr. David McEwan, keeps this light in good order.

A boat has been furnished the keeper, and the necessary oil and stores landed.

GRANT'S BEACONS.

Lat. 47° 5' 30" N; Long. 65° 28' 10" W.

These are two fixed white lights, one of which has been removed to the Innes property.

Mr. George Grant, the keeper of both those lights, is an excellent officer and keeps them in perfect order.

The necessary supplies have been landed here.

SHELDRAKE ISLAND.

Lat. 47° 6' 50" N; Long. 65° 18' W.

On this Island there are two fixed white beacon lights, with mammoth flat-wick lamps, exhibiting a very bright light.

Mr. John McKay, the keeper, is an excellent officer, and attends to his duties.

A boat has been provided for the keeper, and the necessary supply of oil and stores landed.

OAK POINT.

Lat. 47° 7' 40" N; Long. 65° 15' 10" W.

Two fixed beacon white lights are shown at this Station on the north side of the Miramichi.

Mr. Joseph Coughlan, the keeper, is a very efficient officer, and has everything in good order.

The necessary supply of oil has been landed.

UPPER FOX ISLAND.

Lat. 47° 8, 10" N; Long. 65° 2' 30" W.

Two fixed beacon white lights are also exhibited here, which are well kept, and the keeper, Mr. Wood Williston, deserves credit for his attention to his duties.

The necessary supply of oil has been landed.

LOWER FOX ISLAND.

Lat. 47° 6' 50" N.; Long. 65° 0' 10" W.

There are two fixed beacon white lights shown at this station.

These lights are exceedingly well kept, and spoken highly of by masters of vessels coming to this port.

The beacons and Keeper's dwelling stand very much in need of a coat of paint, which I would recommend done at once.

The necessary supply of oil and other stores have been landed here, and a boat has also been provided for the keeper's use.

PRESTON'S BEACONS.

Lat. 47° 5' 40" N.; Long. 65° 54' 40" W.

At this place there are two beacons with two flat mammoth-wick lamps in each exhibiting fixed white lights.

These lights are kept in good order.

The necessary supply of oil and other necessaries have been landed here.

The other four beacon lights, making the number of twenty-one previously mentioned, being in connection with the following lighthouses, viz.; Neguac, Tabusintac, Tracadie and South Tracadie Gully.

MIRAMICHI LIGHTSHIP.

Lat. 47° 8' N.

This vessel is placed on the Horse Shoe Bar in the Miramichi, exhibiting four fixed red lights, and is of great service to navigation.

The vessel is still in charge of Mr. George Rogers, and another hand.

MARINE HOSPITAL.

Nothing has been expended this year beyond the necessary amount for wages, maintenance and cleaning the building.

I would recommend that the back, east and west ends being much in want of pointing, should, if possible, be attended to before the cold weather sets in, as after that time it would be difficult to get the mortar to adhere, and also that a portion of the

lower floor be removed, and a new one laid, as it is very much required, the old being worn out. Also that new bedsteads be provided for the use of this building.

There are several Light Stations that require boats, none having been supplied to them, and the keepers of most of them have spoken to me about furnishing each of them one.

I would respectfully recommend that boats be ordered for the following Stations, viz: Shediac, Cassie's Cape, Grant's Beacon, Oak Point, South Tracadie Gulley, Shippegan, Caraquette and Dalhousie.

OIL.

On inquiry at the several Stations in the course of my visits, as to the quality of the oil supplied, I was told the quality was excellent, and similar to that supplied the previous season.

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

J. MITCHELL,
Superintendent of Lights.

J. H. HARDING, Esq.,
Agent of the Department of Marine and Fisheries,
St. John, N.B.

LIST OF BUOYS AND BEACONS.

GREAT SHEMOGUE RIVER.

No.	Description.	Colour.	Where Situated.
1	Can buoy.....	Black	Outside of bar, on the outer entrance on the south side of channel.
1	do	Red	On the north side of the end of outside bar, a west course from black buoy, and distant 400 yards from said black buoy.
1	Spar buoy	Black	North side of channel a W. by S. course, and from can buoy 400 yards.
1	do	do	North inside bar; W.S.W. course from first spar buoy, and 400 yards distant from said first spar buoy.
1	do	do	North side of first turn in channel, south-west from third spar buoy, and 500 yards distant from second spar buoy.
1	Beacon.....	Not painted....	North side of channel, a west course from third spar buoy, and 300 yards distant from third spar buoy.
1	Spar buoy.....	ck	North side channel, a south-west course of three-quarters of a mile from beacon; also 7 pickets on the south side of channel, between the beacon and fourth or last spar buoy.
7			

SHEDIAC HARBOUR, RIVER.

1	Buoy.....	Red.....	At Cape Brule, on Medea Rock.
1	do	Black	The entrance of the channel on Zephyr Rock.
1	do	Red	The south-east turn of the channel.
1	do	Black	On the Shediac Island, turn Right.
1	do	Red	Point Duchêne Spit.
1	do	do	The Narrows.
1	do	do	The Spit of Shediac Island.
7			

PORT OF DALHOUSIE, RESTIGOUCHE RIVER.

6	Made of wood, strongly strapped with iron, and spiral shaped	Blac	<ul style="list-style-type: none"> 1 Nashe's Creek. 1 Benjamin 1 Maguasha Spit. 1 North end of Middle or Ballast Ground. 2 At point Le Garde, my limits on the River Restigouche.
---	--	------------	--

RESTIGOUCHE RIVER.

1	Funnel shape.. .....	.....	Entrance of the Traverse, north side, say at the mouth of the River Du Loup.
1	do	do	Entrance of the Traverse, south side.
1	Pole buoy.....	do	In the Traverse, south side.
1	Funnel buoy.....	do	Above Oak Point, on north side.
1	do	do	Between Battery Point and Point Le Garde, on the north side.
5			

List of Buoys and Beacons.—*Continued.*

CARAQUET HARBOUR AND RIVER.

No.	Description.	Colour.	Where Situated.
1	Buoy	Black	In the east channel.
1	do	Red	Port entrance.
1	do	Black	do
1	do	Red	Port entrance or Pockshondy Bar.
1	do	do	Port entrance point.
1	do	Black	Outside the island on the rift.
1	do	Red	Entrance west channel.
1	do	do	Port entrance, do
1	do	do	do do
1	do	do	do do
1	do	Black	do Going up from west channel up the river.
1	do	do	do do do do
1	do	do	do do do do
1	do	Red	do do do do
1	do	Black	Inside of the island, handy to the shore on the east of the island. (No ballast ground.)
16	Buoys	Red	Outside the Little Shippegan Bar on one bar.
28			

LITTLE SHEMOGUE RIVER.

1	Can buoy	White	Outside of bar on outer entrance north side channel.
1	do	Red	On the north side of the end of outer bar, south course, white buoy, distant say 400 yards from said white buoy.
1	Spar buoy	Black	North side channel, S. course, and distant from red buoy say 300 yards.
1	do	do	North point, inside the bar, W. course from No. 3 spar buoy, and distant from said buoy say 300 yds.
1	do	do	North side channel, W. course from No. 4 spar buoy, and distant say 300 yards from said buoy.
1	Beacon	Not painted....	North side channel, W. course from No. 5 spar buoy, and distant from it say 300 yards.
6			

BAY VERTE RIVER.

1	Spar buoy	White	Mouth of Gaspereaux River.
1	do	do	do Bay Verte River.
1	do	do	do Tidnish River.
1	do	do	On ships' loading ground, E.S.E. from Fort Moncton.
1	do	Red	On ballast ground, E.S.E. from Fort Moncton.
5			

DIPPER HARBOUR.

1	Spar buoy	Black	Lying 30 feet off east end of breakwater.
1	do	Red	Lying 30 feet to the south of a ledge off Camel's Point.
2			

Lists of Buoys and Beacons.—*Continued.*

COCAIGNE RIVER.

No.	Description.	Colour.	Where Situated.
7	Cask buoys.....	3 Black, 2 Red, 2 have not been painted.	The first a black buoy placed in three and a half fathoms of water at the entrance to the harbour. (Port side.) The red ones on the starboard side running in. Two black ones on each side of a lump on the port side.

MIRAMICHI RIVER.

1	Outer or bar buoy...	Black.....	Starboard side coming in from sea, in 4 fathoms of water
1	Lump buoy.....	Red.....	Port do do 3 do
1	Elbow do.....	Black.....	Starboard do do 4 do
1	Spit do.....	Red.....	Port side coming in from sea (Horse-shoe), in 5 fathoms.
1	Buoy.....	Black.....	Starboard side outward Middle Ground, in 2½ fathoms.
1	Lower buoy.....	do.....	do On Horse-shoe in 3 fathoms of water.
1	Fairway buoy.....	do.....	do do 2½ do
1	Middle do.....	do.....	do do 3½ do
1	Upper do.....	do.....	do do 3½ do
1	Robesheau's buoy...	do.....	do Robicheau's Flats, in 3½ fathoms.
1	Musslebank do...	do.....	do Musslebank's do 7 do
1	Napan buoy.....	do.....	do Napan Bay 3½ do
1	Murdoch buoy.....	do.....	do Murdoch's 4 do
1	Picket do.....	Red.....	Port side Gordon's Flats, in 3½ fathoms of water.
1	do do.....	Black.....	Starboard side Hay's Flats, in 4 fathoms of water.
1	do do.....	do.....	do Black Brook Channel, in 3½ fathoms.
1	Buoy.....	do.....	do do 3½ do
1	Picket buoy.....	Red.....	Port side S.E., from lower end Horse-shoe buoy, distant, one-eighth of mile, in 3 fathoms of water.
1	Buoy.....	Black.....	Starboard side, N.E. of shoal, Portage Island, in 2½ fathoms water
1	do.....	Red.....	Portside, S.E. end of Herring Island, in 2½ fathoms.
1	do.....	Black.....	Starboard side, entrance of Lipadore's Gully, in 2 fathoms of water.
21			

SHEPODY BAY.

1	Can buoy.....	Striped.....	On Middle Ground of Southward Grindstone Island.
1	do.....	do.....	do Cape Marinquin.
1	do.....	Black.....	do Cape Demozel.
1	do.....	do.....	do do
1	Spar buoy.....	Red.....	Point Mary Ledge, inside Grindstone Island.
1	do.....	Black.....	Point of Middle Ground, entrance to Shepody River.....
6			

DORCHESTER RIVER.

1	Can buoy.....	Red.....	Wade's Ledges, guide approaching Dorchester River.
1	do.....	Red.....	Middle Ground, entrance Dorchester River.
1	Spar buoy.....	Red & White...	Moored off railway wharf, Dorchester.
3			

List of Buoys and Beacons.—*Continued.*

MAGAGUADAVIC RIVER.

No.	Description.	Colour.	Where Situated.
1	Spar buoy.....	Red.....	On Western Head, or off Point Midjic.
1	do	Black.....	Off Mann's Sunken Ledges.
1	do	Red.....	On Dick's Ledge, Ship Harbour.
1	do	do	Off McDermid's Ledge (lost and replaced August 16th, 1876).
1	do	Black	Haley's Point.
1	do	Red.....	McKenzie's Bar.
1	do	Black.....	On Middle Ground.
1	do	Red.....	Grearson's Point.
1	do	do	Off Grearson's half-tide Ledge.
1	do	do	Grearson's Eastern Ledge (lost and replaced August 22nd, 1876).
1	do	Black.....	Mann's Bar.
1	do	Red.....	Dunham's Ledges (lost and replaced August 30th, 1876).
1	do	Black.....	On Ship Yard Point.
1	do	Red.....	Seely's half-tide Ledge.
1	do	do	Eastern Channel, Digdequash River.
1	do	Black.....	do Point of Long Island, Eastern Channel, Digdequash River.
1	do	Red.....	On Low Water Rock, Western Channel, Digdequash River.
1	do	do	Off Cedar Point, Western Channel, Digdequash River.
1	do	do	About one mile N.W. from centre of White Horse Island (lost and replaced September 12th, 1876).
1	do	do	Off half-tide Ledge, entrance to Back Bay Harbour.
1	do	Black.....	Cook's Half-tide Ledge in Back Bay Harbour.
1	do	Red.....	Lovett's Point in Back Bay Harbour.
1	do	do	Western Point, Bliss Island.
1	do	Black.....	S.W. end of Man-of-War Rock, Bliss Harbour.
1	do	do	Eastern end do do
1	do	Red.....	On Calder's Ledge, Beaver Harbour.
1	do	Black.....	Haddock do do
27			

CUMBERLAND BAY.

1	Spar buoy, 65 feet long, circular.....	{ Red.....	{ About five miles below mouth of Minudie River, at the upper headland of Lower Cove called Boss Point Reef, on Boss Point, bearing S.E.
---	--	------------	--

PETITCODIAC RIVER.

1	Can buoy.....	Red and white	S.W. by S., one nautical mile from Grindstone Island
1	do	Red.....	S.S.W., two miles from Cape Maringuin.
1	do	Black.....	South, 5° west, 2½ miles from Cape de Moselle.
1	do	do	N.E. by E. ½ E., 1½ do do
1	do	Red.....	S.E. by S., one-fifth of a mile from Folly Point.
5			

List of Buoys and Beacons.—*Continued.*

PORT COCAIGNE.

No.	Description.	Colour.	Where Situated.
2	Wood	Red.....	Leading out of the ballast berth, south side of the channel.
2	do	Black.....	Outward over the bar, north side of the channel.
1	do	do	Large buoy outside, being the Farewell Buoy.
5			

TRACADIE RIVER.

1	Buoy	Black.....	On outside bar of South Gully.
2	Beacons	White.....	Horse Island, in range of channel over the bar.
56	Green Bushes.....		Every point on each side of the channel, also on all middle grounds between Gully and Portage River.

ST. CROIX RIVER.

1	Spar buoy	Black	S.E. Doucet's Island.
1	do	White	Bailast ground, three-quarters of a mile from Oak Pt.
1	do	do	Bray's Point.
1	do	do	Young's Bar, near ship harbour.
1	do	do	On round ledges, covered at high tide.
1	do	do	S.E. side of Hill's Point.
1	do	do	William's Point.
1	do	do	Off Crocker's Island.
1	do	do	On Chipman's Point.
1	do	do	West side of Hill's Point.
10			

BATHURST RIVER.

1	Iron buoy.....	White	Situated on ballast ground, four miles seaward from Carron Point.
2	do	Black.....	Situated two miles from Carron Point, and marking channel.
15	Spar buoys.....		From Carron Point to town, marking channel.
18			

List of Buoys and Beacons.—*Continued.*

ST. ANDREWS RIVER.

No.	Description.	Colour.	Where Situated.
1	Spar.....	.....	On the reef outside western bar.
1	Block beacon.....	.....	Western bar at western entrance.
1	Spar.....	Black.....	Middle Ground, inside and near entrance.
1	do.....	do.....	Point of St. Andrews, S.E. entrance.
1	do.....	Red.....	Indian Point, outside harbour.
1	do.....	Black.....	Billey's Point.
1	Block beacon, pole and barrel top..	do.....	Extreme end Stinson's Bar.
1	Spar.....	do.....	South-west do
1	do.....	do.....	South end St. Andrew's Island.
1	do.....	do.....	Half-tide rock.
1	Beacon block.....	.....	Sand Reef in the bay.
11			

SHIPPEGAN RIVER.

1	Large buoy.....	Black.....	Grand Bateaux, north entrance.
1	do.....	Red.....	Point Pockshondie.
1	do.....	White.....	do Canocany.
1	do.....	Black.....	do Bermish.
1	do.....	Black & white.	Alexander's Point.
1	do.....	White.....	Point Pamteuir.
1	do.....	do.....	Entrance of Peter de Gras Channel.
2	Small buoys.....	Black.....	Horse Knave Point, opposite Eshblunt.
2	do.....	do.....	Robicheaux Shoal.
1	do.....	White.....	Thos. Mallet Point.
1	po.....	Red.....	Sand bar, Indian Point.
1	do.....	Black.....	South end sand bar.
1	do.....	Red.....	Entrance Shippegan Gully.
1	do.....	Black.....	Samacque Bank.
16			

DALHOUSIE RIVER.

1	Cedar stave striped with iron hoops..	{	Black.....	Inside of Heron Island.
1			do.....	Off Maquacha Point.
1			do.....	On ballast ground, opposite Dalhousie.
1			.....	Off Point Le Nimm.
1			.....	Off Point Le Garde.
5				

List of Buoys and Beacons.—*Continued.*

RICHIBUCTO RIVER.

No.	Description.	Colour.	Where Situated.
1	Barrel.....	Black.....	Anchored in the roadstead approaching bar.
1	do.....	Red.....	On north side of channel or bar.
1	Picket.....	Black.....	South reef.
2	do.....	do.....	Jib Sheet, south side of bar.
1	Barrel.....	Red.....	North Marsh Point.
1	do.....	Black.....	South do
1	Picket.....	Red.....	North Middle Ground.
1	do.....	Black.....	South do
1	do.....	do.....	North do No. 2.
1	do.....	do.....	Point abreast of town.
1	do.....	do.....	Oyster bed, south side.
2	do.....	Red.....	do north side.
1	Barrel.....	Black.....	Jib Sheet, south side.
2	Picket.....	Red.....	Point, north side of bar.
1	do.....	Black.....	Beecher Point.
18			

J. MITCHELL,

Superintendent of Lights.

J. H. HARDING, Esq.,

Agent, Department of Marine and Fisheries.

STATEMENT of Expenditure on account of Construc on of Lights and Steam Fog-whistles in New Brunswick, for the Fiscal Year ended 30th June, 1877.

<i>Bliss Island Light.</i>			
Jas. Donohue.....	Balance in full for extras.....	30 00	
C. Messenett.....	Inspecting building.....	35 00	65 00
<i>Big Tracadie Light.</i>			
E. Chanteloup.....	Lantern, lamps, &c.....	325 50	
Wm. Ferguson.....	Inspecting expenses.....	20 00	345 50
<i>Grindstone Island Fog-Whistle.</i>			
F. H. Holmes.....	Fog-whistle apparatus, £462 1s. 5d.....	2,248 74	
H. W. Johnston.....	To pay freight, &c., and duty on the above.....	437 66	
J. R. Stevens.....	On account of contract for building.....	514 58	3,200 98
<i>Machias Seal Island Light.</i>			
Chance Bros., & Co.....	Dioptric fixed light, 3rd order, £582 11s.....		2,835 08
<i>Marks Point Light, St. Croix River.</i>			
H. A. Thomson.....	Inspecting expenses.....		24 00
<i>McManus Point Light, Grand Lake.</i>			
E. Chanteloup.....	Glass, &c.....		31 00
<i>Midjic Bluff Light, Passamaquoddy Bay.</i>			
Saml. Drake.....	Inspecting expenses.....		25 00
<i>Pea Point Light, L'Etang Harbour.</i>			
Jno. Fisher.....	On account of contract.....	500 00	
Thos. Mark.....	Freight and cartage of lantern, &c.....	22 76	522 76
<i>Spruce Point Light, St. Croix River.</i>			
Geo. Hannah.....	Inspecting expenses.....		24 00
<i>General Account.</i>			
Ellis & Armstrong.....	Advertising for tenders in <i>St. John Globe</i>	3 00	
Moniteur Acadien.....	do do.....	2 80	
Geo. W. Day.....	do do in <i>Christian Visitor</i>	2 00	
D. G. Smith.....	do do <i>St. Lawrence Advance</i>	2 70	10 50
Total.....			\$7,083 82

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

STATEMENT of Expenditure in connection with the Maintenance of Lights,
New Brunswick, for the Fiscal Year ended 30th June, 1877.

		\$	cts.	
<i>Grindstone Island Light.</i>				
John R. Styles.....	Twelve months' salary as Keeper.....	395	00	
W. H. Thorne & Co.....	Soap, brooms and chamois.....	9	82	
J. R. Cameron & Co.....	Chimneys and wicks.....	8	50	
Everitt & Butler.....	Towelling, flannel, &c.....	7	83	
James Clark.....	Rent of boat house.....	24	00	
C. G. Berryman.....	Two life buoys, wall paper, &c.....	22	00	
John Woodley.....	New boat.....	45	00	
John Wilbur.....	Freight of supplies.....	7	06	
T. McAvity & Sons.....	Paint, brushes, oil, &c.....	18	27	
John R. Styles.....	Allowance for fuel to 30th June, 1877.....	20	00	
Hevenor & Co.....	Galvanized iron.....	4	80	
Alexander Rogers.....	Lumber, &c.....	8	60	
				570 88
<i>Cape Enrage Light.</i>				
W. S. Starratt.....	Twelve months' salary as Keeper.....	395	00	
do.....	Paid for lumber, wall paper, labour, &c.....	65	29	
Everitt & Butler.....	Cotton, flannel and towels.....	5	80	
C. G. Berryman.....	Blacksmith's vice, chamois, soap, cement, &c.....	82	83	
J. R. Cameron & Co.....	Chimneys and wicks.....	30	25	
John Wilbur.....	Freight of supplies.....	7	05	
T. McAvity & Sons.....	Paint and oil.....	25	90	
Aug. Quick.....	Dominion ensign.....	16	50	
				628 62
<i>Quaco Light.</i>				
Wm. Love.....	Twelve months salary as Keeper.....	395	00	
do.....	Allowance for fuel to 30th June, 1877.....	48	00	
T. M. Reed.....	Soap, brushes, sponges, &c.....	42	15	
E. Chanteloup.....	Alarm bell and machinery.....	830	85	
J. Q. Wetmore.....	Building tower, &c., as per contract.....	422	00	
Thos. Mack.....	Freight.....	8	36	
T. McAvity & Sons.....	Oil and white lead.....	5	01	
Ellis & Armstrong.....	Advertising.....	6	00	
W. McLean.....	Freight on bell.....	15	57	
D. W. Clark.....	Repairs.....	42	35	
E. V. Brown.....	Freight on oil.....	8	88	
Hevenor & Co.....	Galvanized iron chimney top.....	6	80	
Saunders Clark.....	Six days labour at Quaco bell.....	8	10	
				1,839 07
<i>Partridge Island Light.</i>				
James Wilson.....	Twelve months' salary as Keeper.....	395	00	
S. G. Blizard.....	Lumber, &c.....	40	45	
Everitt & Butler.....	Cotton, towelling, canvas, flannel, &c.....	20	88	
T. McAvity & Sons.....	Soap, brushes, chamois, tin plates, paint, &c.....	81	49	
J. R. Cameron & Co.....	Burners and chimneys.....	54	85	
C. E. Harding.....	Lumber.....	48	50	
Geo. Nixon.....	Paper hangings.....	3	48	
R. Barbour.....	Glazing, painting and labour at lighthouse.....	129	80	
R. Robertson & Son.....	Boat sail.....	5	75	
Jno. Walker & Co.....	Rope.....	2	86	
				783 06
<i>Beacon Light, St. John River.</i>				
Timothy Clark.....	Twelve months' salary as Keeper.....	395	00	
do.....	Allowance for fuel.....	20	00	
B. P. & W. F. Starr.....	Coal.....	5	25	
Everitt & Butler.....	Flannel, cotton, canvas, &c.....	16	83	
				3,821 63
<i>Carried forward.....</i>		437	08	

STATEMENT of Expenditure in connection with the Maintenance of Lights,
New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
	<i>Brought forward</i>	437 08	3,821 63
<i>Beacon Light, St. John River.—Continued.</i>			
T. McAvity & Sons	Paint, oil, hardware, waste, ensign, &c.....	75 24	
C. G. Berryman.....	Soap, brushes, chamois, bucket, &c.....	46 13	
J. R. Cameron & Co	Chimneys, globe, burners, &c.....	10 75	
T. M. Reed.....	Chamois, sponge, &c	6 50	
G. Hutchinson.....	Repairing clock.....	1 50	
Jno. Woodley.....	Difference in boat and sail, and repairs.....	24 75	
G. F. Smith.....	Pitch, coal tar and oakum.....	9 25	
Wm. Lewis.....	Blacksmith's work.....	25 00	
Jno. Walker & Co.	Oars, boat hook, staves, &c.....	5 40	
Geo. Nixon.....	Paper hangings.....	2 16	
C. E. Harding.....	Lumber	2 40	
Hevenor & Co	Iron and repairing bell machinery.....	21 21	
S. G. Blizard.....	Lumber.....	4 11	
D. W. Clark.....	Ballasting block, \$286.80; 100 tons of stone, \$50...	336 80	
Bowes & Evans	Stoves and fittings.....	21 00	
Tim. Clark.....	Paid for whitewashing.....	8 00	
			1,037 28
<i>Point Lepreaux Light.</i>			
George Thomas	Twelve months' salary as Keeper.....	395 00	
Everitt & Butler.....	Flannel, cotton, white duck, &c.....	20 88	
C. G. Berryman.....	Hardware	39 70	
J. R. Cameron & Co.....	Chimneys, burners and wicks.....	27 75	
T. McAvity & Sons.....	Paint and oil.....	17 36	
William Clark	Carting coal.....	2 80	
James Kelly	Repairing road.....	7 00	
George Nixon	Paper hangings	18 61	
Hevenor & Co.....	Copper and galvanized iron	10 37	
George Thomas.....	Lumber, labour, repairing fences, water casks, &c..	37 50	
Bowes & Evans.....	Oil tanks	17 50	
A. Quick.....	Cotton duck.....	3 00	
G. Hutchinson.....	Binocular glass.....	12 00	
			609 47
<i>Swallow Tail Light.</i>			
John W. Kent.....	Twelve months' salary as Keeper	395 00	
W. H. Thorne & Co.....	Rope, waste, powder, lime, spikes, &c.....	208 84	
J. R. Cameron & Co.....	Chimneys, wicks and burners.....	68 95	
Everitt & Butler.....	Flannel, cotton, canvas, &c.....	9 88	
C. E. Harding.....	Lumber.....	100 65	
T. McAvity & Sons.....	Paint and oil.....	19 02	
R. P. & W. F. Starr.....	Ten tons of coal, &c.....	28 55	
Hevenor & Co.....	Coppersmith's repairs, zinc hardware, &c.....	88 32	
J. W. Kent.....	Paid for improvements to lighthouse, in 1876.....	576 01	
do	Boarding Mr. Hevenor during repairs	12 75	
Thomas Mack.....	Freight on reflectors	1 06	
E. Chanteloup.....	Re-silvering do	36 00	
C. G. Berryman.....	Hardware, paint and oil.....	51 50	
Aug. Quick.....	Dominion ensigns	29 50	
			1,626 03
<i>Head Harbour Light.</i>			
McLaughlin.....	Twelve months' salary as Keeper.....	395 00	
do	Allowance for fuel, \$25; labour, &c., \$18.05..	43 05	
Everitt & Butler	Flannel, cotton, towelling, &c.....	13 35	
C. G. Berryman.....	Powder, rope, anvil, hardware, &c.....	172 95	
J. R. Cameron & Co.....	Chimneys, wicks, &c.....	24 80	
	<i>Carried forward</i>	649 15	7,094 41

STATEMENT of Expenditure in connection with the Maintenance of Lights,
New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i>		649 15	7,094 41
<i>Head Harbour Light.—Continued.</i>			
C. E. Harding.....	Lumber.....	38 59	
T. McAvity & Sons.....	Paint and oil.....	25 86	
Bowes & Evans.....	Oil tank.....	17 50	
R. P. & W. F. Starr.....	Coal, &c.....	5 71	
W. A. Dunham.....	Freight.....	3 00	
Hevenor & Co.....	Ventilator.....	70 00	
R. Barbour.....	Glazing.....	14 50	
William Lewis.....	Bar of iron.....	6 30	
D. J. Odell.....	Freight.....	1 50	
J. Drake.....	Blocks.....	2 35	
James Mulneaux.....	Six days masons' and carpenters' repairs.....	12 00	
			846 46
<i>St. Andrew's Light.</i>			
G. Pendlebury.....	Twelve months' salary as Keeper.....	296 28	
do.....	Oars, \$5.18; allowance for fuel, *20.....	25 18	
do.....	Paid for lumber and labour, bracing wharf and floor.....	13 43	
Peabody & Cummings...	Reflector.....	4 00	
Everitt & Butler.....	Towelling, cotton, flannel, &c.....	6 62	
J. R. Cameron & Co.....	Chimneys and wicks.....	8 50	
C. J. Berryman.....	Hardware, soap, brushes, &c.....	21 11	
T. McAvity & Sons.....	Paint and oil.....	10 39	
S. G. Blizard.....	Lumber.....	3 30	
W. Whitlock.....	Oil, chimneys, &c.....	20 15	
W. A. Dunham.....	Freight.....	4 15	
John Magee.....	Lamp and reflector.....	3 50	
Hinckley & Co.....	Stove.....	14 00	
John Pendlebury.....	Lumber.....	26 32	
			456 93
<i>Gannet Rock Light.</i>			
W. B. McLaughlin.....	Twelve months' salary as Keeper.....	823 20	
do.....	Freight on wood and water.....	355 74	
do.....	do supplies.....	12 00	
Everitt & Butler.....	Bunting, flannel, cotton, &c.....	32 49	
T. McAvity & Sons.....	Powder, brass, hardware, rope, rubber, paint, oil, hose, &c.....	413 26	
C. G. Berryman.....	Soap, chamois, cotton duck, &c.....	37 24	
J. R. Cameron & Co.....	Burners, chimneys and wicks.....	21 65	
T. M. Reed.....	Soap, oil, &c.....	33 35	
R. P. & W. F. Starr.....	Ten tons coal, &c.....	28 55	
C. E. Harding.....	Lumber.....	25 00	
Hevenor & Co.....	Brazier's repairs, zinc and copper tacks.....	34 33	
			1,816 81
<i>Machias Seal Island Light.</i>			
Alex. Eddy.....	Nine months' salary as Keeper.....	370 29	
D Webster.....	Three do do.....	123 43	
Everitt & Butler...	Towelling, cotton, flannel, &c.....	30 08	
J. R. Cameron & Co.....	Chimneys and wicks.....	23 90	
John Woodley.....	New boat.....	45 00	
T. McAvity & Sons.....	Paint and oil.....	42 39	
Bowes & Evans.....	Two oil tanks.....	35 00	
A. J. Meloon.....	Boating.....	25 00	
Allan Bros.....	Pump, valve, &c.....	1 85	
<i>Carried forward</i>		696 94	10,214 61

STATEMENT of Expenditure in connection with Maintenance of Lights
New Brunswick, etc.—Continued.

		\$	cts.	\$	cts.
<i>Brought forward</i>		696	94	10,214	61
<i>Machias Seal Island.—Continued.</i>					
R. Barbour.....	Painting boat.....	7	00		
James Harris & Co.....	Stove.....	7	85		
Isaac Wilder.....	Chimneys.....	3	60		
F. J. Harding.....	Paid freight on lantern.....	4	25		
				719	64
<i>Cape Jourmain Light.</i>					
A. W. Bent.....	Twelve months' salary as Keeper.....	246	88		
do.....	Repairs, \$11.09; cartage of glass, \$3.40.....	14	49		
C. G. Berryman.....	Soap, cotton, towels, &c.....	16	26		
W. & G. Watt.....	Flannel, soap, alcohol, &c.....	16	80		
Hevenor & Co.....	Copper and brass repair.....	49	00		
E. Chanteloup.....	Glass.....	67	25		
				410	68
<i>Miscou Light.</i>					
G. McConnell.....	Nine months' salary as Keeper.....	370	29		
Robt. Rivers.....	Three do do.....	123	43		
G. McConnell.....	Sundry repairs.....	6	00		
J. R. Cameron & Co.....	Chimneys, wicks and burners.....	44	05		
Jas. Grey.....	Repairing lamps.....	5	00		
W. & G. Watt.....	Cotton, towels, flannel, soap, &c.....	18	53		
W. Sinclair.....	Boat and oars.....	41	00		
				608	30
<i>Escouminac Light.</i>					
Thos. Philips.....	Twelve months' salary as Keeper.....	395	00		
W. & G. Watt.....	Cotton, flannel, towels and soap.....	17	16		
W. Sinclair.....	Boat and oars.....	41	00		
J. R. Cameron & Co.....	Lamps and chimneys.....	3	65		
				456	81
<i>Richibucto Light.</i>					
F. Richard.....	Twelve months' salary as Keeper.....	182	68		
T. M. Reed.....	Chamois, soap, brooms, &c.....	7	74		
W. & G. Watt.....	Cotton, flannel, towels, &c.....	16	85		
W. Sinclair.....	Boat and oars.....	41	00		
J. R. Cameron & Co.....	Burners and chimneys.....	13	75		
				262	02
<i>Upper Fox Island Light.</i>					
Wood Williston.....	Twelve months' salary as Keeper.....	296	28		
W. & G. Watt.....	Cotton, flannel, towels, &c.....	15	70		
J. H. Crocker.....	Rent of dwelling house.....	25	00		
				336	98
<i>Portage Island Light.</i>					
Hugh Murray.....	Twelve months' salary as Keeper.....	197	52		
J. R. Cameron & Co.....	Burners, wicks, &c.....	14	25		
W. & G. Watt.....	Rope, paint, soap, flannel, &c.....	40	64		
W. Sinclair.....	Boat, &c.....	42	00		
R. R. Call.....	Freight.....	2	00		
				296	41
<i>Carried forward</i>				13,305	45

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i>			13,305 45
<i>Shediac Island Light.</i>			
M. Robinson.....	Twelve months' salary as Keeper.....	197 52	
W. & G. Watt.....	Cotton, flannel, towels, &c.....	14 60	
J. R. Cameron & Co.....	Chimneys.....	4 85	
T. R. McAvity & Sons.....	Paint and oil.....	17 00	
E. J. Smith.....	Tools.....	6 67	
			240 64
<i>Partridge Island Fog-Alarm.</i>			
Jas. Wilson.....	Twelve months' salary as Engineer.....	295 00	
T. McAvity & Sons.....	Hardware, force pump, rope, hose, &c.....	226 44	
J. R. Cameron & Co.....	Chimneys and wicks.....	6 00	
H. Anthony.....	Eight cords wood.....	64 00	
Wm. Lewis.....	Iron work.....	6 00	
C. G. Berryman.....	Hardware.....	4 61	
G. Fleming & Sons.....	Repairs to machinery.....	51 88	
Jos. King.....	Boating, scowing and carting coal and supplies.....	462 00	
C. E. Harding.....	Lumber.....	7 16	
S. G. Blizard.....	do spikes, &c.....	51 38	
Armstrong, Bros.....	Water.....	15 50	
R. P. & W. F. Starr.....	125 tons of coal, &c.....	356 88	
C. E. Robinson.....	Water casks.....	4 00	
W. C. Milner.....	Advertising.....	3 00	
D. McLaughlan.....	Labour on boiler.....	7 00	
Robt. Carson.....	Twenty cords wood.....	120 00	
John Moran.....	Wharfage on boiler.....	6 38	
Wm. M. Smith.....	Gauge, &c.....	10 00	
			1,797 23
<i>Point Lepreau Fog-Alarm.</i>			
Wm. Gallant.....	Twelve months' salary as Engineer.....	444 36	
H. Crosbie.....	Paid labour for repairs.....	48 00	
J. H. Dickie.....	Conveying workmen to fog-alarm.....	8 50	
W. Gallant.....	Boarding do do.....	16 80	
W. Clark.....	Freight and carting materials, &c.....	112 60	
do.....	Eighteen cords firewood.....	63 00	
D. W. Clark.....	Balance of repairs, &c., to fog-whistle, &c.....	608 97	
do.....	Transporting boiler, &c.....	102 50	
Everitt & Butler.....	Flannel, cotton, canvas, &c.....	22 35	
T. McAvity & Sons.....	Hardware, brass work, paint, oil, &c.....	510 39	
C. G. Berryman.....	Porpoise oil, soap, cement, tools, &c.....	118 67	
J. R. Cameron & Co.....	Chimneys, &c.....	3 20	
Z. G. Gabel.....	Piping, sheet brass, iron work and repairs.....	126 80	
C. E. Harding.....	Lumber.....	44 08	
R. P. & W. F. Starr.....	100 tons coal, &c.....	285 50	
Hugh Belmore.....	Freight.....	15 00	
Wm. Thompson.....	Rent of land for landing coal, \$24.00; carting coal, \$26.50.....	50 50	
Lewis Thompson.....	Building store-house and smith's shop.....	25 60	
H. Whalen.....	Freight.....	4 00	
Allan, Bros.....	Ironmonger's repairs.....	12 38	
			2,623 20
<i>Caraquet Island Light.</i>			
Narcisse Poilier.....	Twelve months' salary as Keeper.....	197 52	
C. G. Berryman.....	Cotton, flannel, brushes, &c.....	6 00	
J. R. Cameron & Co.....	Chimneys and wicks.....	13 75	
W. & G. Watt.....	Towelling, soap, &c.....	15 45	
Narcisse Poilier.....	Painting lighthouse.....	19 15	
			252 47
<i>Carried forward</i>			18,218 99

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued.

		\$ cts.	\$ cts.
<i>Brought forward</i>			18,218 99
<i>Green Head Light.</i>			
J. N. Williams.....	Twelve months' salary as Keeper.....	80 00	
Hevenor & Co.....	Lamp and stand.....	5 50	85 50
<i>Sand Point Light.</i>			
Robt. Clarke.....	Twelve months' salary as Keeper.....	80 00	
C. G. Berryman.....	Glass.....	1 10	
J. R. Cameron & Co.....	Chimneys, reflectors, burners, &c.....	17 35	
T. M. Reed.....	Chamois, towelling and cotton.....	3 80	102 25
<i>Oak Point, St. John River.</i>			
Charles Theal.....	Twelve months' salary as Keeper.....	80 00	
J. R. Cameron & Co.....	Chimneys, burners and wicks.....	5 05	
Everitt & Butler.....	Flannel, soap, paint, chamois, &c.....	7 31	92 36
<i>No Man's Friend Light.</i>			
Edmund Buzza.....	Twelve months' salary as Keeper.....	80 00	
J. R. Cameron & Co.....	Lantern, chimneys and wicks.....	15 10	95 10
<i>Oromocto Shoals Light.</i>			
James K. Hazen.....	Twelve months' salary as Keeper.....	80 00	
J. R. Cameron & Co.....	Reflector and burners.....	8 00	
T. M. Reed.....	Flannel, cotton and soap.....	4 43	
George Nixon.....	Glass.....	1 50	
Hevenor & Co.....	Lamp.....	2 50	96 43
<i>Wilmot's Bluff Light.</i>			
J. D. Wilmot.....	Twelve months' salary as Keeper.....	80 00	
do.....	Painting lighthouse, \$6.95; cartage, \$2.70.....	9 65	
R. Barbour.....	Paid for paint, white lead and labour.....	34 70	
Hevenor & Co.....	Lamp.....	2 50	
J. R. Cameron & Co.....	Reflectors, chimneys and burners.....	8 00	134 85
<i>Ooz's Point Light.</i>			
M. Y. Cox.....	Twelve months' salary as Keeper.....	80 00	
C. G. Berryman.....	Cotton, flannel, brooms, pails, &c.....	6 35	
J. R. Cameron & Co.....	Chimneys and wicks.....	3 25	
T. McAvity & Sons.....	White lead, raw oil, brushes, &c.....	16 82	
M. Y. Cox.....	Carting and labour.....	17 04	123 46
<i>Grant's Beach Light.</i>			
George Grant.....	Twelve months' salary as Keeper.....	100 00	
C. G. Berryman.....	Cotton, flannel, sponges, brooms, &c.....	7 34	
J. R. Cameron & Co.....	Reflector, chimneys and wicks.....	23 50	
W. & G. Watt.....	Soap, towelling, alcohol &c.....	16 88	
William James.....	Removing beacon.....	70 00	
William Hiltman.....	Re-silvering reflectors.....	5 00	
E. P. Williston.....	Land for lighthouse purposes.....	59 00	281 72
<i>Carried forward</i>			19,230 66

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i>			19,230 66
<i>Preston's Beach Light.</i>			
Thomas Lewis.....	Twelve months' salary as Keeper.....	100 00	
M. Preston.....	One year's rent of land.....	20 00	
W. Sinclair.....	Boat and oars.....	41 00	
C. G. Berryman.....	Cotton, flannel, brooms, &c.....	7 02	
J. R. Cameron & Co.....	Wicks, &c.....	1 00	
W. & G. Watt.....	Hardware, soap, rouge, &c.....	10 81	179 83
<i>Southern Wolves Light.</i>			
Edward Snell.....	Twelve months salary as Keeper.....	493 72	
Everitt & Butler.....	Flannel, towelling, &c.....	16 43	
C. G. Berryman.....	Hardware, rope, powder, canvas, &c.....	209 76	
J. R. Cameron & Co.....	Cotton, flannel, thread, &c.....	5 30	
Aug. Quick.....	Rope, spun yarn, blocks, &c.....	41 13	
C. E. Harling.....	Lumber.....	73 00	
T. McAvity & Sons.....	Paint and oil.....	33 66	
R. P. & W. F. Starr.....	Five tons of coal, &c.....	14 27	
George Nixon.....	Paper hangings.....	2 20	
D. J. O'Dell.....	Paid for labour, stoves, piping, glass, shingles, &c.....	117 35	
Thomas Mack.....	Freight of materials, &c.....	10 34	
E. Chanteloup.....	Glass.....	99 75	
William Lewis.....	Iron work and repairing boat.....	28 00	
Hevenor & Co.....	Lamps, ventilator, yellow metal, &c.....	248 86	
John Catharine.....	Carpenter's work.....	16 00	
Z. G. Gabel.....	Plain packing.....	1 79	
Jno. Woodley.....	Boat.....	45 00	
Edward Snell.....	Boarding workmen.....	47 20	1,503 76
<i>Bliss Island Light.</i>			
Jarvis Clark.....	Twelve months' salary as Keeper.....	296 28	
T. McAvity & Sons.....	Hardware, paint and oil.....	26 02	
J. R. Cameron & Co.....	Lamp, wicks and burners.....	12 85	
Thos. Reed.....	Rope, brushes, soap, cotton, &c.....	43 05	
Galmour & Co.....	Lumber.....	46 76	
Bowes & Evans.....	Oil tank.....	17 50	
Geo. Nixon.....	Glass.....	7 50	
W. A. Dunham.....	Freight.....	12 75	
O. Conley.....	Labour and repairs.....	7 00	
Jas. Harris & Co.....	Stove, &c.....	8 41	
D. J. Odell.....	Freight.....	6 30	
Jarvis Clark.....	Carting.....	4 00	488 42
<i>Bathurst Light.</i>			
John Connors.....	Twelve months' salary as Keeper.....	100 00	
Geo. Smith.....	Shingles.....	7 12	
H. W. Baldwin.....	Two years ground rent to 1st July, 1876.....	16 00	
P. J. Hackey.....	Labour and repairs.....	33 12	
J. R. Cameron & Co.....	Chimneys and burners.....	8 60	164 84
<i>Dalhousie Light.</i>			
Louis Arseneaux.....	Twelve months' salary as Keeper.....	100 00	
C. G. Berryman.....	Cotton, sponges, pails, &c.....	6 35	
W. & G. Watt.....	Flannel, towels, soap, &c.....	13 36	
J. R. Cameron & Co.....	Chimneys and burners.....	5 00	124 71
<i>Carried forward</i>			21,692 22

STATEMENT of Expenditure in connection with Maintenance of Lights
New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i>			21,692 22
<i>Cassie's Point Light.</i>			
Chas. Le Blanc.....	Twelve months' salary as Keeper.....	246 88	
do	Paid for labour, lumber, paint, freight, &c.....	64 42	
C. G. Berryman.....	Cotton, flannel, pails, sponges, &c.....	6 20	
T. M. Reed.....	Brushes, chamois, olive oil, &c.....	23 85	
W. & G. Watt.....	Cotton, flannel, soap, &c.....	16 85	
T. McAvity & Sons.....	Oil and white lead.....	8 88	
			367 08
<i>Tracadie Light.</i>			
Wm. Archer.....	Twelve months' salary as Keeper.....	237 00	
do	Allowance for fuel to 30th June, 1877.....	10 00	
do	Removing light.....	35 00	
C. G. Berryman.....	Cotton, flannel, brooms.....	8 35	
W. & G. Watt.....	Towels, soap, white lead, glass, &c.....	28 09	
W. Sinclair.....	Boat and oars.....	42 00	
J. R. Cameron & Co.....	Burners and chimneys.....	25 00	
			385 44
<i>Shippegan Light.</i>			
F. H. Dumaresq.....	Twelve months' salary as Keeper.....	237 00	
C. G. Berryman.....	Cotton, flannel, sponges, pails, &c.....	6 77	
J. R. Cameron & Co.....	Burners, chimneys, wicks, &c.....	25 75	
W. & G. Watt.....	Towels, flannel, soap, &c.....	15 75	
W. Sinclair.....	Boat and oars.....	41 00	
F. H. Dumaresq.....	Lumber.....	2 84	
			329 11
<i>Lower Fox Island Light.</i>			
R. Reinsborrow.....	Twelve months' salary as Keeper.....	197 52	
C. G. Berryman.....	Cotton, flannel, sponge, chamois, &c.....	6 62	
J. R. Cameron & Co.....	Chimneys and wicks.....	16 50	
W. & G. Watt.....	Soap, cotton, brushes, &c.....	33 60	
Jas. Grey.....	Stove pipe.....	5 00	
Jas. Fish.....	Horse hire.....	7 50	
Wm. Sinclair.....	Boat and oars.....	42 00	
R. R. Call.....	Freight.....	2 00	
D. McNaughtan.....	Rent of land to 1st July, 1876.....	20 00	
			330 74
<i>Sheldrake Island Light.</i>			
Jno. McKay.....	Twelve months' salary as Keeper.....	296 28	
C. G. Berryman.....	Flannels, cottons, chamois, &c.....	6 60	
J. R. Cameron & Co.....	Burners, chimneys and wicks.....	28 00	
W. & G. Watt.....	Hardware, soap, rope, &c.....	21 97	
Wm. Sinclair.....	Boat, &c.....	42 00	
R. R. Call.....	Freight.....	4 00	
			398 85
<i>Neguat Light.</i>			
W. Morrison.....	Twelve months' salary as Keeper.....	148 12	
do	Building beacon.....	100 00	
C. G. Berryman.....	Cotton, flannels, sponges, &c.....	7 57	
J. R. Cameron & Co.....	Chimneys, wicks and burners.....	31 50	
W. & G. Watt.....	Soap, hardware, towelling, &c.....	28 49	
W. Sinclair.....	Boat and oars.....	42 00	
R. R. Call.....	Freight.....	2 00	
W. Morrison.....	Repairs to lighthouse.....	24 00	
			383 68
<i>Carried forward</i>			23,887 12

**STATEMENT of Expenditure in connection with Maintenance of Lights
New Brunswick, etc.—Continued.**

		\$ cts.	\$ cts.
	<i>Brought forward</i>		23,887 12
<i>Tabusintac Light.</i>			
Thos. Savoy.....	Twelve months' salary as Keeper.....	197 52	
W. & G. Watt.....	Flannel, brushes, white lead, &c.....	37 39	
J. H. Phinney.....	Iron pipe.....	9 25	
W. Sinclair.....	Boat and oars.....	41 00	
J. R. Cameron & Co.....	Chimneys and burners.....	9 00	
			294 16
<i>Miramichi Lightship.</i>			
Geo. Rogers.....	Twelve months' salary as Keeper.....	695 00	
C. G. Berryman.....	Cotton, flannel, brushes.....	6 79	
W. & G. Watt.....	Oil, argand glasses, rope, soap, &c.....	79 81	
Jas. Grey.....	Repairing lamps, &c.....	2 00	
J. H. Phinney.....	Iron piping.....	10 77	
W. H. Thorne & Co.....	Chains.....	129 90	
Jas. Mitchell.....	Paid freight and labour, caulking, &c.....	199 89	
R. R. Call.....	Freight and cartage, \$32.50; towage, \$35.00.....	117 50	
N. Fitzpatrick.....	Water.....	9 00	
Timothy Daley.....	Unloading ballast, landing anchors, &c.....	21 00	
Jno. Walls.....	Labour.....	10 00	
R. Davidson.....	do.....	3 48	
R. Robertson & Son.....	Oakum.....	27 38	
Alex. Patterson.....	Advertising.....	2 70	
W. Robinson.....	Blocks and iron work.....	33 85	
			1,349 07
<i>Cape Spencer Light.</i>			
G. C. Blacklock.....	Twelve months' salary as Keeper.....	395 00	
do.....	Firewood, &c., \$21.60; carting oil, &c., \$26.75.....	48 35	
Peter O'Hare.....	Making repairs to road.....	86 75	
Everitt & Butler.....	Cotton, flannel, towelling, &c.....	13 48	
C. G. Berryman.....	Soap, cotton, duck, wheelbarrow, hardware, &c.....	44 45	
J. R. Cameron & Co.....	Thread, chimneys, &c.....	3 65	
G. Hutchinson.....	Repairing clock.....	3 30	
Bowes & Evans.....	Repairing horn.....	0 25	
C. E. Harding.....	Lumber.....	6 75	
John Woodley.....	Boat.....	45 00	
R. & J. Power.....	Lumber.....	15 98	
W. H. Thorne & Co.....	Hardware.....	3 95	
			666 91
<i>Middle Island Light, Miramichi.</i>			
David McEwan.....	Twelve months' salary as Keeper.....	296 28	
C. G. Berryman.....	Cotton, flannel, brooms, sponges, &c.....	6 52	
J. R. Cameron & Co.....	Chimneys, wicks and burners.....	12 10	
W. & G. Watt.....	Towelling, soap, alcohol, &c.....	14 91	
Jas. Grey.....	Repairing lantern.....	8 00	
J. B. Snowball.....	Hardware, glass and lumber.....	11 63	
Wm. Wyse.....	Paint.....	6 50	
Wm. Sinclair.....	Boat and oars.....	42 00	
R. R. Call.....	Freight.....	2 00	
			490 07
<i>Robertson's Point Light, Grand Lake.</i>			
Samuel Robertson.....	Twelve months' salary as Keeper.....	80 00	
Everitt & Butler.....	Towelling and chamois.....	1 60	
J. R. Cameron & Co.....	Chimneys and wicks.....	12 35	
			93 95
	<i>Carried forward</i>		26,691 28

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
	<i>Brought forward</i>			26,691	28
<i>Fanjoy's Point Light, Grand Lake.</i>					
W. Fanjoy.....	Twelve months' salary as Keeper.....	80	00		
Everitt & Butler.....	Cotton, flannel, soap, &c.....	4	19		
J. R. Cameron & Co.....	Lamp, chimneys and wicks.....	4	83		
				89	02
<i>Machias Seal Island Fog Alarm.</i>					
Alexander Eddy.....	Twelve months' salary as Engineer.....	493	72		
Hugh Belmore.....	Firewood.....	120	00		
Isaac Wilder.....	Repairs to railroad track.....	71	52		
A. J. Meloon.....	Boating, supplies, &c.....	40	00		
W. H. Thorne & Co.....	Hardware, brushes, soap, &c.....	45	47		
T. McAvity & Sons.....	Rope, waste, oil, tank, hardware, &c.....	263	29		
J. R. Cameron & Co.....	Chimneys, &c.....	3	00		
G. Hutchinson.....	Repairing clock.....	1	50		
G. Fleming & Sons.....	Stay bolt.....	1	20		
C. E. Harding.....	Lumber.....	10	40		
R. P. & W. F. Starr.....	127 tons of coal, &c.....	362	59		
Ellis & Armstrong.....	Advertising.....	5	00		
William Elder.....	do.....	5	00		
				1,422	69
<i>Grand Manan Fog Alarm.</i>					
James Tatten.....	Twelve months' salary as Engineer.....	695	00		
W. H. Thorne & Co.....	Olive oil, cotton duck, sheet rubber, &c.....	76	00		
J. R. Cameron & Co.....	Chimneys, lantern, &c.....	8	50		
George Tatten.....	Carting coal.....	196	50		
R. P. & W. F. Starr.....	125 tons of coal, &c.....	356	87		
T. McAvity & Sons.....	Paint and oil.....	20	02		
J. N. Purdy.....	Expenses on coal.....	66	00		
C. E. Harding.....	Lumber.....	100	34		
Allan Bros.....	Repairs, furnace bars, crank for engine, &c.....	70	94		
Hugh Belmore.....	Freight.....	15	00		
James A. Pettis.....	Repairs.....	273	15		
Z. G. Gabel.....	Packing.....	3	58		
James Tatten.....	Carting coal and labour.....	115	30		
				1,997	20
<i>Miscou Fog-Alarm.</i>					
G. McConnell.....	Salary as Engineer, from 1st July, 1875, to 30th June, 1877.....	523	14		
Robert Rivers.....	Three months' salary, from April 1st, 1877, to 30th June, 1877.....	74	67		
W. J. Fraser.....	Copper piping, globe valve, &c.....	46	60		
T. McAvity & Sons.....	Hardware, &c.....	82	96		
Robert McConnell.....	Twenty-five cords of wood.....	75	00		
				801	77
<i>Escouminac Fog Alarm.</i>					
Thomas Phillips.....	Twelve months' salary as Engineer.....	395	00		
W. J. Fraser.....	New cylinder for steam pump, &c.....	46	50		
C. G. Berryman.....	Soap, alcohol, hardware, &c.....	28	40		
John McLean.....	Ten cords of wood.....	37	50		
Thomas Phillips.....	Expenses landing coal.....	27	50		
J. U. Gregory.....	To pay for forty tons of coal.....	72	00		
				606	90
	<i>Carried forward</i>			31,608	86

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward.....</i>			31,608 86
<i>Cape Enrage Fog-Alarm.</i>			
W. S. Starratt.....	Twelve months' salary as Engineer.....	395 00	
Allan Bros.....	Force pump	22 00	
R. P. & W. F. Starr.....	Sixty tons of coal, &c	171 30	
T. McAvity & Sons.....	Steam whistle.....	45 00	
D. Tingley.....	Firewood, &c.....	81 00	714 30
<i>Heron Island Light.</i>			
John Dutch	Twelve months' salary as Keeper.....	197 52	
G. Moffat.....	Labour, repairing lighthouse.....	85 68	
C. G. Berryman	Cotton, flannel, brooms, &c	6 60	
J. R. Cameron & Co.....	Chimneys, &c	8 75	
W. & G. Watt.....	Flannel, towels, soap, &c	14 34	
W. Sinclair.....	Boat and oars.....	41 00	353 89
<i>Goose Lake, Miscou.</i>			
D. J. B. Robichaux	Twelve months' salary as Keeper.....	197 52	
do	Balance for boat, \$25; trap door, \$2.27.....	27 27	
C. G. Berryman.....	Cottons, flannel, brooms, &c.....	6 89	
J. R. Cameron & Co	Chimneys and burners.....	1 25	
W. G. Watt	Flannel, towels, soap, &c.....	15 55	
Z. G. Gabel.....	Life preservers.....	6 50	254 98
<i>Hillsboro' Wharf Light.</i>			
John Beatty	Twelve months' salary as Keeper.....		75 00
<i>Spruce Point Light, St. Croix River.</i>			
John Boyd.....	Twelve months' salary as Keeper.....	80 00	
Everitt & Butler.....	Green baize, flannel, cotton, &c.....	7 12	
C. G. Berryman.....	Turpentine, brushes, soap, &c.....	19 56	
T. McAvity & Sons.....	Paint and oil.....	12 43	
Bowes & Evans.....	Oil tank.....	35 00	
Geo. F. Hill.....	Lumber and labour.....	96 28	
Jno. Boyd.....	Paid freight and cartage.....	5 20	
J. R. Cameron & Co	Chimneys and burners.....	11 45	267 04
<i>Marks Point Light, St. Croix River.</i>			
A. Christie.....	Salary as Keeper, from 1st April, 1876, to 30th June, 1876.....	20 00	
Patrick Toomeys	Salary as Keeper, from 1st July, 1876, to 30th June, 1877.....	80 00	
Bowes & Evans.....	Oil tank.....	35 00	
G. F. Hill	Lumber and labour.....	95 30	
Jno. Marks.....	Carting oil, &c.....	6 00	
Hill & Robinson.....	Sundry supplies.....	6 65	
J. R. Cameron.....	Chimneys and burners.....	11 75	254 70
<i>Passamaquoddy Bay Light.</i>			
Jas. A. Clark.....	Salary as Keeper, from 1st November, 1875, to 30th June, 1877.....	481 60	
W. H. Thorne & Co.	Rope, cotton duck, brushes.....	31 94	
<i>Carried forward.....</i>		513 54	33,528 77

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i>		513 54	33,528 77
<i>Passamaquoddy Bay Light.—Continued.</i>			
J. R. Cameron & Co.....	Chimneys and wicks.....	11 75	
T. McAvity & Sons.....	Paint and oil.....	14 70	
Bowes & Evans.....	Two oil tanks.....	35 00	
S. Cormick.....	Firewood.....	24 50	
S. G. Blizard.....	Lumber.....	10 20	
W. Whitlock.....	Chimneys, wicks, &c.....	19 53	
Obadiah Conley.....	Labour, ladder, &c.....	34 25	
W. A. Dunham.....	Freight.....	6 55	
Jno. Woodley.....	Boat, oars, &c.....	45 00	
R. Barbour.....	Painting boat, &c.....	7 00	
Jas. Clark.....	Boarding workmen.....	26 10	
Receiver-General.....	Tax on above salary, to 31st March, 1877.....	5 90	
Wm. Clark.....	Coal.....	7 08	
Robinson & Glenn.....	Lumber.....	7 66	
Jno. McLaughlan.....	Labour and repairs.....	8 75	
Hevenor & Co.....	Coppersmith and brazier's repairs.....	81 63	
A. Murchie.....	Boating water.....	8 00	
Z. G. Gabel.....	Life preservers.....	6 50	
Wm. Shaw.....	Repairing boat.....	6 00	
Jno. R. Clark.....	do steps, &c.....	8 00	
Aug. Quick.....	Ensigns.....	38 62	
C. G. Berryman.....	White lead, oil, blocks, &c.....	34 95	
			961 21
<i>Beaver Harbour Light.</i>			
Ezra Munro.....	Twelve months' salary as Keeper.....	246 88	
T. M. Reed.....	Stove piping, flannel, brushes, &c.....	30 88	
T. McAvity & Sons.....	Paint and oil.....	6 51	
Jas. Harris & Co.....	Stove, &c.....	10 31	
E. Munro.....	Paid mason's work, building wharf, &c.....	25 00	
Everitt & Butler.....	Flannel and cotton.....	2 30	
Z. G. Gabel.....	Life preservers.....	6 50	
E. Chanteloup.....	Burners.....	72 00	
			400 38
<i>Point Midjic Light, Passamaquoddy Bay.</i>			
J. W. Diarmid.....	Twelve months' salary as Keeper.....	246 90	
T. M. Reed.....	Soap, piping, alcohol, towelling, &c.....	52 02	
Bowes & Evans.....	Two oil tanks.....	35 00	
T. McAvity & Sons.....	Paint and oil.....	23 23	
W. A. Dunham.....	Freight.....	3 00	
Hevenor & Co.....	Brass screws.....	1 70	
J. R. Cameron & Co.....	Chimneys and screws.....	11 60	
Jas. Harris & Co.....	Stove.....	18 58	
Colin McDiarmid.....	Making road, removing obstructions, &c.....	37 70	
Z. G. Gabel.....	Packing.....	1 79	
			431 52
<i>Musquash Islands, Washamadoak Lake.</i>			
Daniel Smith.....	Salary as Keeper, from 15th April, 1876, to 30th June, 1877.....	96 70	
Everitt & Butler.....	Soap, flannel, cotton, chamois, &c.....	9 71	
T. McAvity & Sons.....	Paint and oil.....	6 51	
Bowes & Evans.....	Freight.....	0 35	
			113 27
<i>Carried forward</i>			35,435 15

STATEMENT of Expenditure in connection with Maintenance of Lights
New Brunswick, etc.— *Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i>			35,435 15
<i>Pokemouche Light.</i>			
P. Robichaux.....	Salary as Keeper, from 15th April, 1876 to 30th June, 1877.....	238 76	
do	Making well, horse hire with oil, repairs to lighthouse.....	92 08	
C. G. Berryman	Flannel, cotton, chamois, brooms, &c.....	7 15	
W. & G. Watt.....	Rope, brushes, flannel, oil and putty.....	39 49	
Jas. Fish.....	Horse hire.....	12 00	
Jas. Mitchell.....	Paid for repairing glass.....	11 25	
W. Sinclair.....	Boat.....	42 00	
Geo. Nixon.....	Green glass.....	13 50	
Z. G. Gabel.....	Packing.....	6 50	
			462 73
<i>McMann's Point Light, Grand Lake.</i>			
Robt. McMann.....	Eight months' salary as Keeper.....	53 32	
T. McAvity & Sons.....	Hardware, lantern, white lead, &c.....	27 07	
Bowes & Evans.....	Oil tank.....	35 00	
			115 39
<i>Point du Chêne Light.</i>			
Heveror & Co	Repairing lantern.....		14 85
<i>Big Tracadie Light.</i>			
Geo. Ferguson.....	Carting oil.....	16 00	
Martin Richard.....	Painting.....	4 20	
			20 20
<i>Yellow Muir Ledge Beacon.</i>			
C. E. Harding.....	Lumber.....		23 01
<i>Oak Point, Miramichi.</i>			
Jos. Coughlan.....	Twelve months' salary as Keeper.....	100 00	
W. & G. Watt.....	Soap, brushes, rouge, &c.....	14 63	
J. R. Cameron & Co	Burners and chimneys.....	7 75	
			122 38
<i>Hendry's Point Light, Washamadoak Lake.</i>			
Jos. Hendry	Salary as Keeper, from 15th April, 1876, to 30th June, 1877.....	96 70	
do	Deed of land for lighthouse purposes.....	60 00	
T. M. Reed.....	Paint, soap, chamois, sponge, &c.....	12 66	
T. McAvity & Sons.....	Paint and oil.....	6 76	
			176 12
<i>Schooner "Ella G. McLean."</i>			
J. N. Purdy.....	Paid for watching, from 13th June, 1876, to 26th July, 1876.....	43 00	
Ellis & Armstrong.....	Advertising.....	8 25	
T. H. Armstrong.....	Iron work.....	4 86	
McLachlan & Wilson.....	Wharfage.....	18 66	
			74 79
<i>Carried forward</i>			36,441 62

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$ cts.	\$ cts.
<i>Brought forward</i>			36,444 62
<i>General Account.</i>			
Joseph King.....	Boating during 1876-77.....	118 80	
Willis & Mott.....	Advertising notice to mariners, in <i>St. John Daily News</i> , as per contract.....	90 00	
do	Advertising general notices.....	50 75	
James Dow	Advertising.....	3 75	
F. A. Fitzgerald.....	Petroleum oil for Bay of Fundy Lights, 9,451½ gallons, at 27c.....	2,551 77	
R. A. Smith	Paid for Inspector of lights, telegraph bill.....	18 83	
James Mitchell.....	do freight, cartage and sundries.....	86 82	
W. H. Thorne & Co.....	Hardware.....	2 85	
W. & G. Watt	Stationery for Inspector's office	3 60	
H. Chubb & Co.....	Printing returns, &c.....	131 90	
Adelida Thomas.....	Salary as telegraph operator, at Point Lepreaux, from 1st April, 1876, to 30th Mar, 1877.....	150 00	
Wm. W. Smith.....	Travelling expenses.....	24 10	
J. H. Harding.....	do	76 58	
J. B. Longley.....	Eight months' salary as Keeper of signal station... ..	322 56	
R. R. Call.....	Freight.....	15 30	
Barnes & Co.....	Advertising in <i>Religious Intelligencer</i>	4 08	
John Nugent.....	Carting oil.....	33 45	
Bowes & Evans.....	Repairing stove	4 35	
J. Johnston.....	Inspector's postage account.....	19 94	
C. E. Harding	Rent of warehouse.....	61 50	
Thomas Mack.....	Freight.....	13 02	
Ellis & Armstrong.....	Advertising in <i>St. John Globe</i>	86 25	
R. T. Clinch.....	Ten months' telegraphing bill.....	99 99	
C. E. Harding	Storage on buoys and tanks.....	22 50	
James Shea.....	Stowing coal.....	20 00	
R. D. McCoy.....	Labour and carting oil.....	57 80	
J. Gallagher.....	Coopering oil barrels	20 50	
F. A. Fitzgerald & Co.....	Petroleum oil for North Shore lights, 103 barrels, 4,848 gallons, at 26 cents.....	1,260 48	
J. U. Gregory.....	To pay for cooperage, cartage and storage.....	51 50	
T. H. Robinson.....	Storage on oil.....	106 30	
Scammell Bros.....	Top and side wharfage	55 90	
T. McAvery & Son.....	Cartage.....	1 50	
D. G. Smith.....	Advertising.....	2 66	
John Walker & Co.....	Baskets.....	17 40	
William Elder.....	Advertising in <i>St. John Daily Telegraph</i> , as per contract, sundry notices to mariners.....	100 00	
do	Advertising sundry notices.....	80 90	
R. P. & W. F. Starr.....	Coal for signal stations.....	14 52	
Fred. Robicheaux.....	Advertising.....	27 24	
W. A. Dunham	Freight on sundry supplies	14 25	
Hevenor & Co.....	Repairs to signal station	28 19	
Small & Hatheway	Freight	13 25	
Lugrin & Son.....	Advertising.....	4 50	
J. R. Cameron.....	Chimneys and wicks	312 90	
E. Iunt.....	Freight.....	3 85	
T. P. Davis.....	Wrapping paper.....	5 95	
Charles King	Freight.....	8 67	
W. J. Anslow.....	Advertising in <i>Union Advocate</i>	4 00	
Aug. Quick.....	Supplies to signal station.....	15 72	
George Armstrong.....	Advertising in <i>Christian Visitor</i>	38 23	
E. Chanteloup.....	Burners.....	144 50	
Henry Vaughan.....	Seventeen water tanks, at \$20.....	340 00	
H. S. King & Co.....	Subscription to <i>Nautical Magazine</i>	5 10	
John Strain.....	Painting oil tanks.....	6 00	
Bernard Mullin.....	Saving glass from fire	8 00	
James Mitchell.....	Thirteen months' salary as Inspector of Lights, from 1st June, 1876, to 30th June, 1877.....	1,274 00	
<i>Carried forward</i>		8,039 50	36,444 62

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i>		8,039	50	36,444	62
<i>General Account.—Continued.</i>					
James Mitchell.....	Travelling expenses	80	20		
Receiver-General.....	Superannuation on Light-keeper's salary	211	83		
				8,331	53
Total Maintenance of Lights, &c.				44,776	15
BUOYS AND BEACONS.					
<i>General Account.</i>					
C. H. Hughes.....	Labour on buoy.....	4	00		
Geo. Fleming & Son.....	Eight new buoys.....	348	14		
John Bridges.....	Painting buoy.....	5	00		
				357	14
<i>Campbellton.</i>					
Daniel O'Keefe.....	Placing and repairs.....			145	00
<i>Old Proprietor Ledge.</i>					
P. F. Green.....	On account of labour.....	341	25		
T. M. Reed.....	Sulphur.....	4	70		
Hugh Belmore.....	On account, charter of schooner and boarding men	622	66		
T. McAvity & Sons.....	Hardware.....	9	87		
D. M. Clark.....	Labour.....	1,032	00		
Jas. Harris & Co.....	Iron forgings.....	8	82		
Aug Quick.....	Two pairs of oars.....	3	24		
				2,022	54
<i>Quaco Ledge.</i>					
D. W. Clark.....	Labour.....	168	00		
A. Lawson.....	Winch.....	30	00		
				198	00
<i>Dalhousie.</i>					
Donald Stewart.....	Lifting.....	99	36		
do	Commission on account.....	9	93		
				109	29
<i>Bathurst.</i>					
P. & J. Hachey.....	Placing, &c.....	238	50		
do	Lifting.....	41	20		
				279	70
<i>Hopewell.</i>					
Wm Wood.....	Lifting buoys and placing.....	60	00		
T. McAvity & Sons.....	Bar iron and paint.....	24	67		
Joseph McAlmon.....	Blacksmith's work.....	29	00		
				113	67
<i>Caraquet.</i>					
G. Paulin.....	Lifting and placing buoys.....	95	20		
Vital Arceno.....	Placing.....	56	60		
B. Paulin.....	do	131	58		
				283	38
Carried forward				48,284	87

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—*Continued.*

		\$	cts.	\$	cts.
<i>Brought forward</i>				48,284	87
<i>Shippegan.</i>					
Wm. Taylor.....	Commission on accounts, to 30th June, 1876.....	14	47		
Peter De Grace.....	Placing chain and lifting buoys.....	109	30		
				123	77
<i>Miramichi.</i>					
Angus McEachren.....	Lifting and placing.....	413	80		
Jas. Walls.....	Placing buoys.....	10	00		
Allan McEachren.....	Replacing.....	8	00		
Wm. Tait.....	Shifting buoy.....	8	00		
Alex. Morrison.....	Lumber.....	9	60		
Wm. Muirhead.....	Paint, oil and storage.....	29	82		
H. F. Leston.....	Lumber.....	20	12		
Jas. Rae.....	Blacksmith work.....	23	55		
Henry Kelly.....	New buoys and painting.....	100	00		
Burton Bros.....	Hoop iron.....	3	27		
R. R. Call.....	Picking up chain and buoys and placing.....	60	00		
Wm. Johnston.....	Scraping and painting.....	30	00		
				716	16
<i>Buctouche.</i>					
H. B. Smith.....	Placing buoys.....	44	00		
John Weswick.....	Thirty-six new buoys.....	108	00		
do.....	Placing and lifting.....	70	00		
				222	00
<i>Richibucto.</i>					
J. A. Jardine.....	Spar buoy and chain.....	45	49		
W. H. Thorne & Co.....	Chain.....	24	53		
Jas. Jardine.....	Chain lifting and placing.....	308	88		
Robt. Brown.....	New buoys.....	35	00		
				413	90
<i>Shemogue.</i>					
C. G. Berryman.....	Chain.....	6	18		
John Avard.....	Lifting and placing.....	58	75		
				64	93
<i>Cocaigne.</i>					
Thomas Irving.....	Lifting and placing.....			38	83
<i>Shediac.</i>					
Placide White.....	Repairing, lifting and placing.....			98	00
<i>Neguac.</i>					
Wm. Johnston.....	Lifting buoy.....			20	00
<i>Bell Buoy.</i>					
Wm. Lewis.....	Inspecting buoys.....	30	00		
do.....	Repairs.....	101	35		
Geo. Doody.....	Picking up bell buoy.....	16	00		
				147	35
<i>Carried forward</i>				49,982	46

STATEMENT of Expenditure in connection with Maintenance of Lights,
New Brunswick, etc.—Continued,

		\$	cts.	\$	cts.
<i>Brought forward</i>		147	35	49,982	46
<i>Bell Buoy.—Continued.</i>					
D. McLaughlin.....	Labour on buoys.....	19	02		
John Cotter.....	Tide work.....	31	00		
Robt. Murray.....	do.....	22	00		
John Kilpatrick.....	do.....	18	00		
Edward Murray.....	do.....	16	00		
H. T. Ames.....	do.....	6	50		
Alex. McDermott.....	Towing buoy.....	10	00		
R. Barbour.....	Painting bell buoy.....	16	52		
Geo. Armstrong.....	Advertising.....	1	66		
Willis & Mott.....	do.....	8	75		
				296	80
<i>St. Andrews.</i>					
John Balson.....	Ironing and placing spar buoys.....			115	65
<i>St. George.</i>					
James Dick.....	Lifting buoys.....			254	22
<i>Dorchester.</i>					
Wm. Wood.....	Lifting buoys.....	25	00		
T. McAvity & Sons.....	Paint and oil.....	8	05		
Capt. Ewing.....	Placing.....	18	00		
				51	05
<i>St. Stephen.</i>					
Z. Chipman.....	Lifting buoys.....	127	95		
Chas. Young.....	Painting and repairs.....	50	00		
				177	95
<i>Dipper Harbour.</i>					
D. W. Clark.....	Spar buoys and chain.....			25	00
<i>Musquash.</i>					
D. W. Clark.....	Spar buoy and chain.....	25	00		
Wm. Lewis.....	Chain and stones.....	26	05		
W. H. Quinn.....	Stones.....	14	00		
				65	05
<i>Grand Lake.</i>					
Z. Z. Earle.....	Ironing and placing buoys.....			30	00
Total				50,998	18

WM. SMITH,
Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

APPENDIX No. 4.

REPORT OF THE AGENT FOR NOVA SCOTIA OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE YEAR ENDED 30TH JUNE, 1877.

HALIFAX, NOVA SCOTIA,
17th November, 1877.

SIR,—I have the honor to report as follows on the various services connected with this Branch of the Department for the past year. The detailed accounts of expenditure are up to the end of fiscal year 1876-7. The Report itself deals with the operations of this Agency up to the present time.

There are under the charge of this Agency in Nova Scotia, 110 Lighthouses, 10 Steam Fog-Whistles and 1 Lightship, and detailed information is given respecting each, and also any repairs or alterations that may have been made since my last Report.

CHEBUCTO HEAD.

Lat. $44^{\circ} 30' 20''$ N. ; Long. $63^{\circ} 30' 50''$ W.

EDWARD JOHNSON, *Keeper*.

White revolving light, attaining its greatest brilliancy once every minute. Six circular burner lamps with 18-inch reflectors; wooden lantern 9 feet in diameter and twelve sides; plate-glass $28 \times 60 \times \frac{1}{2}$ inch: consumes about 850 gallons of oil per year. Was inspected on the 17th July, and 1,023 gallons of oil delivered.

This station is very exposed, and frequent repairs are necessary to keep the building tight and weather proof.

A road is required from the light to Duncan's Cove road, a distance of about half a mile, and the property should be fenced to prevent damage being done by cattle.

SAMBRO.

Lat. $41^{\circ} 26' 10''$ N. , Long. $63^{\circ} 36' 30''$ W.

ALFRED GILKIE, *Keeper*.

The light at this station has been improved since July, 1877, by the substitution of a second order dioptric apparatus for the lamps and reflectors formerly in use. It was manufactured by Messrs. Chance Bros. & Co., of Birmingham, and cost, landed here, duty paid, \$4,941.73. It was placed in position under the superintendence of Mr. Tomlinson, General Superintendent of Lights. The top of the tower was strengthened to receive the new apparatus, and a night room fitted up for the keeper just below. The oil store has been shingled. The attic of the dwelling-house has been new floored, plastered and partitioned off, and made much more commodious and comfortable.

The consumption of oil at this station is estimated to be about 400 gallons per year; a sufficient quantity being in hand no new supply was sent.

I have inspected this station several times during the year, and have always found it well looked after by the keeper.

BETTY'S ISLAND.

Lat. $44^{\circ} 26' 22''$ N. ; Long. $63^{\circ} 45' 54''$ W.

(PATRICK CHRISTIAN, Sen., *Keeper*.)

Revolving red light, attaining its greatest brilliancy once in every two minutes. The light is shown by means of six No. 1 circular-burner lamps with 20-inch reflectors. The lamps are arranged in two groups of three each, so that the greatest bril-

lancy is attained by three lamps. Iron $9\frac{1}{2}$ foot lantern with 12 sides; plate glass 60 x 30 inches; consumes about 730 gallons of oil annually. Was inspected on the 24th July, and 923 gallons of oil delivered.

The lantern at this station had one blank pane looking landward, it is now being replaced with glass in order that the light may be observed up Prospect Harbour.

The building was left by the contractor in an unsatisfactory condition, and a good deal of necessary work is now being done to make the building weather-tight. The fence has had to be nearly entirely rebuilt. Next season a store house will have to be erected at the landing, the frame for which is on hand.

PEGGY'S POINT.

Lat. $44^{\circ} 29' 30''$ N.; Long. $63^{\circ} 55' 00''$ W.

(WILLIAM CROOKS, *Keeper.*)

Fixed red light; six small A lamps with 12-inch reflectors. Iron lantern $7\frac{1}{2}$ feet in diameter with 12 sides; three dark panes; plate glass, 42 x 24 inches: consumes about 180 gallons of oil per year. Inspected on 24th July. 244 gallons of oil supplied. Was painted in July 1875, and is in fair condition with exception of some leaks. The keeper states that the building vibrates a good deal. There are now four wooden supports, one at each corner. They should be replaced next year by iron stays, secured by bolts driven into the rock. The tank is leaky, but there is a good well.

MARGARET'S BAY.

Lat. $44^{\circ} 22' 45''$ N.; Long. $64^{\circ} 2' 45''$ W.

(ALBERT PEARL, *Keeper.*)

Revolving red and white, shows alternate red and white flashes every minute and a half, making a complete revolution every three minutes; six No. 1 circular-burner lamps, with 20-inch reflectors, arranged on two faces of three each.

Wooden lantern, twelve sides, iron floor and wood work protected with zinc, 10 feet in diameter; plate glass, 60 x 29 inches; consumes about 820 gallons. Inspected 24th July, and 692 gallons delivered. The building was painted in May, 1877. Lighthouse and other buildings in good repair. Keeper, who complains of vibration, suggests the necessity of iron stays.

CHESTER.

Lat. $44^{\circ} 26' 20''$ N.; Long. $64^{\circ} 41' 45''$ W.

(EDWARD YOUNG, *Keeper.*)

Fixed white light; twelve large flat-wick lamps; three with 18-inch reflectors and nine with 16-inch. Iron lantern $7\frac{1}{2}$ feet in diameter, with ten sides; plate glass, with 36 x 28 inches: consumes about 500 gallons of oil. Inspected on 24th July, and 467 gallons oil delivered. Building in good repair. The drain from the house is being improved, the expense not to exceed \$25, and the keeper asks that a well should be dug.

MAHONE BAY OR HOBSON'S NOSE.

Lat. $44^{\circ} 25' 00''$ N.; Long. $64^{\circ} 17' 46''$ W.

(JAMES ZINCK, *Keeper.*)

Fixed red light; four flat-wick lamps with 16-inch reflectors and three A lamps, with 12-inch reflectors; wooden lantern 8 feet in diameter, protected with iron and zinc; ten sides, one dark; plate glass. Consumption of oil about 450 gallons. Light was inspected 24th July, and 700 gallons oil delivered.

The bank of this small-Island is very steep and dangerous, and the keeper has been authorized to surround it by a fence, not to exceed \$28. The keeper also requires a capstan or winch to haul up his boat. The oil is at present stored in the light tower. An oil store should be built.

CROSS ISLAND.

Lat. 44° 18' 45" N.; Long. 65° 10' 0" W.

(GEORGE P. SMITH, *Keeper.*)

Two vertical white lights, 44 feet apart. The upper one is a flash shewing every minute and the lower a fixed light. The upper light is shewn by means of eight A lamps and 12-inch reflectors, and the lower by four A lamps and 12-inch reflectors; consumes about 506 gallons oil. Was inspected on 25th July, and 470 gallons of oil delivered.

A new lantern has just been erected at this station. It is of iron 10½ feet in diameter, having twelve sides; plate glass, 33 × 60 × ⅜. The tower here is very old, and extensive repairs had to be made as follows:

The old foundation wall has been torn out and cleared away and a new bed made on the solid rock for foundation wall, and rebuilt with a good mortar wall and a new trench cut round the lighthouse, and graded up to the wall about four feet from trench, which will keep the surface water from foundation.

There was one piece of sill rotten, it has been taken out and replaced with a new piece.

The old shingles were loose and laid six inches to the weather, which was too much, so that the rain would go in and rot the frame of building in a few years. They have all been taken off and the roof re-shingled with No. 1 spruce shingles, laid four and a half inches to the weather; and all the boarding-in of lighthouse and porches have been re-nailed. The porch doors have been repaired and new latches put on, and a new piece of double floor laid where we put in new sill.

Work in connection with putting up new lantern.

There have been new deck beams put in and a new deck laid of 1½ inch goved and tongued spruce boards, with cornice of 15-inch projection, so as to make the deck large enough to take the new lantern and clean the glass on the outside; new wooden table of plank covered with zinc to set the lamps on, and new step-ladder made to stand on so as to get at the glass to clean it, and a new piece of step-ladder made to go up to lantern. The deck outside is covered with No. 8 canvas and 5 lbs. lead flashings put on the combings and turned down on the canvas, close nailed with copper pump tacks and well painted, and a new wooden railing got out and put round lantern.

The knees of lighthouse under the beams were started and they have all been re-fastened with iron bolts where required.

All the outside of lighthouse and porch and lower light have had two coats of paint (color red); canvas deck three coats and lantern three coats.

LUNENBURG OR BATTERY POINT.

Lat. 44° 21' 45" N.; Long. 64° 17' 30" W.

(JOHN A. ERNST, *Keeper.*)

Fixed white light; five A lamps with 12-inch reflectors; iron lantern, 8 feet in diameter, having twelve sides; plate glass, 52 × 24; one side dark: consumes about 260 gallons oil. Was inspected on 25th July and 188 gallons oil delivered. The building is in good repair but requires painting. Keeper wants a pump.

IRONBOUND.

Lat. 44° 13' 45" N.; Long. 64° 16' 19" W.

(ENOS WOLF, *Keeper.*)

Revolving white, attaining its greatest brilliancy every 30 seconds. Eight A lamps and 12-inch reflectors; iron lantern, eight feet in diameter and having eight sides; glass, 17 × 15 and 10 × 15 inches; oil consumed, about 300 gallons. Inspected 25th July, when 423 gallons of oil was supplied.

The deck of the lantern is very leaky, especially round the brick chimney, and the plastering is injured in consequence. Will require repairs next season.

MOSER'S ISLAND.

Lat. 44° 44' 15" N.; Long. 64° 18' 50" W.

(HENRY MOSER, *Keeper.*)

Fixed red light; five A lamps, and 12-inch reflectors; iron lantern, 7½ feet in diameter, with eight sides, two being dark; plate glass, 42 × 24 inches; consumes about 180 gallons oil. Was inspected on 26th July, and 230 gallons delivered.

The buildings are in good order; the metal sheathing of the lantern floor and canvas covering of the deck is being renewed.

LA HAVE.

Lat. 44° 17' 20" N.; Long. 64° 21' 00" W.

(WILLIAM PALMER, *Keeper.*)

Fixed red light; three flat-wick lamps with 18-inch reflectors; iron lantern, 7 feet in diameter, with six sides, one side dark; plate glass, 36 × 30 inches; consumes about 450 gallons of oil.

This light was put in operation on 1st January, 1877. It is placed on Fort Point, the west side of La Have River, Lunenburg County, and is for the purpose of guiding vessels into the river.

The lighthouse is a square wooden tower, 35 feet from base to vane, with keeper's dwelling attached. There is also an oil store.

The contract was taken by Dean Wile for \$1,100, and William Palmer was appointed keeper, at \$200 per annum.

PORT MEDWAY.

Lat. 44° 6' 10" N.; Long. 64° 32' 15" W.

(ELSON PERRY, *Keeper.*)

Fixed white light; four A lamps, and three 12-inch reflectors. The lantern is a three-sided window projecting from the dwelling, having iron sashes with 17 × 11 glass: consumes about 180 gallons of oil. Inspected 26th July and 223 gallons of oil delivered. Paint and oil for the buildings have been sent. Next year arrangements will require to be made for a new lantern; also for carrying a new flue from the cellar up.

LIVERPOOL.

Lat. 44° 2' 00" N.; Long. 64° 37' 30" W.

(CHARLES FIRTH, *Keeper.*)

Revolving white light, attaining its greatest brilliancy once every two minutes; iron lantern, 10 feet in diameter, with twelve sides; plate glass, 72 × 30 inches; seven A lamps with 12-inch reflectors: consumes about 350 gallons of oil. Inspected 26th of July and 374 gallons of oil supplied.

The foundation of the lighthouse requires cementing. The dwelling requires shingling all over. The road also requires repairs. From three to four hundred dollars will have to be expended at this station next season. Something should be done to protect the embankment, which is falling away every year.

A 24 lb. iron carronade is kept at this station for use in foggy weather, especially when the steamer plying between Halifax and the western ports is due. It is fired by the Keeper.

A new lighting apparatus has been forwarded for this important station, and will be erected next season.

BROOKLYN PIER.

(JOSEPH GARDNER, *Keeper.*)

A green light is exhibited from the end of Brooklyn Pier, to guide vessels into Herring Cove in Liverpool Bay. The light is shewn by means of a single lamp in an ordinary square lantern, having four panes of 12×15 inch glass. Two panes looking towards harbour are green, and two looking seaward are white. The lantern is hoisted on a wooden frame work about 20 feet above the pier. The pier itself is about 734 feet long, and much exposed during stormy weather to the winds and sea, so much so that it is impossible at times to trim the lamps, and the danger is very great of the keeper being washed over, should he attempt to go out to the end in a storm. A life line is much needed along the middle of the pier. The light is of a very poor description, and representations have been made to the Department of the necessity of a better light being established. Lieutenant Brown, R.N. visited the locality and reports as follows:

“According to directions, I made enquiry, when in Liverpool, N.S., in July last, as to the necessity of placing a larger light on the breakwater at Brooklyn.

“At present there is simply a lantern hoisted at night, which appeared to me inefficient in power, and difficult to distinguish when approaching from seaward, from a common house light.

“The harbour of refuge now formed by the breakwater is much resorted to during the gales which prevail in the spring and fall. I would, therefore, respectfully suggest that a more powerful light be placed there. It must be borne in mind that as at present conducted, a light keeper could not walk out to the end of the breakwater during a heavy southerly gale, as the sea washes over it.”

FORT POINT.

Lat. 44° 2' 30" N.; Long. 64° 42' 20" W.

(S. T. N. SELLO, *Keeper.*)

Fixed red light; three small lamps—only one with reflector. Light only requires to be seen a short distance and is shewn from a window projecting from the building: consumes about 150 gallons of oil. Inspected 26th July and 235 gallons oil delivered.

The window has been re-shingled and the inside lined with tin. The keeper asks for a porch to prevent wind and snow beating into the house. The cost will be about \$45.

PORT MOUTON.

Lat. 43° 55' 0" N.; Long. 64° 48' 0" W.

(ROBERT J. SMITH, *Keeper.*)

Fixed red light; one circular-burner lamp with 20-inch reflector and four mammoth flat-wick lamps with 16-inch reflectors. Wood lantern lined with zinc, 6 feet in diameter, having eight sides; plate-glass, 30 × 36 inches; four blank squares: consumes about 300 gallons oil. Inspected 27th July and 329 gallons of oil landed.

Paint oil has been supplied for the lighthouse, which requires painting. About twenty clapboards have to be renewed and zinc has to be furnished to complete lining the lantern. A medicine chest will also be sent to this station.

The keeper has, at his own expense, built an addition to the dwelling 14 × 21 feet and 11 feet post. He says he was almost forced to do this, as he had only one room and one bed-room for a family of six. He has now a kitchen, sitting room, pantry and two bed rooms. The cost is stated at \$264.59. I think this addition was much required, and although the keeper had no right to build it without orders, I would recommend that he be paid at least for the material, should the work prove satisfactory to the Inspector on his next visit. A further expenditure of about \$20 is required for underpinning, as the house now stands on supports.

The water at this station is very bad, and a cistern is much needed.

LITTLE HOPE.

Long. 43° 48' 43" N. ; Long. 64° 47' 15" W.

(ALEXANDER McDONALD, *Keeper.*)

Revolving red light, attaining its greatest brilliancy every minute, making full revolution once in two minutes; ten A lamps with 12-inch reflectors; iron lantern 8 feet in diameter with twelve sides; plate-glass 66 × 24 inches: consumes about 410 gallons of oil. Was inspected 27th July, when 513 gallons of oil were delivered.

The buildings are in good repair. The landing being very exposed requires work done to it nearly every year. The south-west corner of the inside breastwork is started and three of the logs out of place. It will be necessary next year to have a few piles driven outside the cribwork to protect it from further damage. The boat supplied to this station is too crank, and will be replaced by a more suitable one in the spring.

PORT L'HEBERT.

Lat. 43° 48' 40" N. ; Long. 64° 55' 30" W.

(JOSEPH H. McDONALD, *Keeper.*)

Fixed red light; one mammoth flat-wick lamp with 20-inch reflectors and three A lamps with 12-inch reflectors; wooden lantern protected with iron and zinc, 6 ft. 4 in. in diameter, having eight sides; plate-glass 36 × 30 inches; one side dark: consumes about 100 gallons of oil. Inspected on 27th July and 138 gallons oil delivered.

Mr. Lisk, the keeper of this light, died this autumn, and Mr. Joseph H. McDonald was, on 3rd November, appointed in his place.

The premises are in good order.

GULL ROCK.

Lat. 43° 39' 15" N. ; Long. 65° 5' 50" W.

(LORENZO D. ORCHARD, *Keeper.*)

Fixed white light; seven A lamps with 12-inch reflectors; iron lantern 7 feet in diameter, with eight sides; glass, 16 × 18 and 10 × 16 inches: consumes about 227 gallons of oil. Inspected on 27th July and 187 gallons of oil delivered.

Premises are in fair condition. The landing is very bad and dangerous. Steps should be taken next year to cut away the rock and make a safer landing on the north-west side. A new boat is now being built for the station to replace the present one, which is eight years old and pretty well worn out.

CARTER'S ISLAND.

Lat. 43° 42' 15" N. ; Long. 65° 5' 30" W.

(JAMES LLOYD, *Keeper.*)

Fixed red light; six small lamps with 12-inch reflectors; wooden lantern 7 feet in diameter, protected with iron floor and zinc lining; has eight sides and plate glass 36 × 30 inches; one side is dark: consumes about 158 gallons oil. Was inspected on 27th July and 141 gallons of oil landed.

Paint and oil has been sent, as the building requires painting. The station is supplied with a boat 13 feet long, which the keeper wants replaced by a lighter one.

SHELBURNE.

Lat. 43° 37' 15" N. ; Long. 65° 15' 45" W.

(M. D. McKENNA, *Keeper.*)

Two vertical fixed white lights, about 60 feet apart; two mammoth flat-wick lamps with 20-inch reflectors in upper light and three A lamps, with 12-inch reflectors in lower; iron lantern 10½ feet in diameter has eight sides; glass, 12 × 18 inches, one side is dark: consumes about 650 gallons of oil. Was inspected on 30th July, and 936 gallons of oil landed.

A large sum of money was expended on this station last year, but the necessary repairs and improvements were not completed, and next summer a considerable further expenditure will be required. The light tower and buildings will have to be painted and an oil shed must be built. At present the oil is kept in the same shed as the hay and cattle. The keeper would like a road opened about three-quarters of a mile northwardly from the station to a good landing. He also asks for a new well, as the present one is 125 yards from the house.

A 24 pounder iron carronade was purchased from the Imperial Government and sent to this station this summer to be fired during foggy weather.

SHELBURNE HARBOUR..

Lat. 43° 41' 15" N. ; Long. 65° 19' 0" W.

(EDWARD GOODOCK, *Keeper.*)

Fixed red light; one circular-burner lamp, with 20-inch reflectors; two flat-wick lamps with 16-inch reflectors and three A lamps with 12-inch reflectors; wooden lantern 6 feet in diameter with eight sides, one side dark; plate glass, 36 × 22 inches: consumes about 300 gallons of oil. Inspected on 2^d July and 376 gallons of oil delivered. Tower requires painting, and materials have been sent for that purpose.

NEGRO ISLAND.

Lat. 43° 30' 54" N. ; Long. 65° 20' 58" W.

(JAMES MCKINNON, *Keeper.*)

Revolving red and white, once every minute; two lamps, one circular and one flat-wick burner, with 20-inch reflectors; wooden lantern, protected with iron floor and zinc lining having eight sides, one side dark; plate glass, 36 × 30 inches: consumes about 180 gallons of oil. Inspected on 31st July and 187 gallons of oil delivered.

The premises are in good order, and about \$100 have been expended in making a good landing.

BACCARO.

Lat. 43° 26' 54" N. ; Long. 65° 28' 12" W.

(JAMES S. SMITH, *Keeper.*)

Fixed red light; six circular-burner lamps; four reflectors 21 inches and two 19 inches; iron lantern 10 feet in diameter, with eight sides; a white light is shewn on land side; glass, 11 × 17 inches: consumes about 800 gallons of oil. Inspected on 31st July and 474 gallons of oil delivered. The keeper was authorized to expend \$10 to make the lantern tight. Paint oil for lantern and store have been sent, and three new circular lamps sent to replace an equal number of the old, which are out of repair.

BARRINGTON LIGHT VESSEL.

Lat. 43° 31' 5" N. ; Long. 65° 34' 25" W.

(J. R. KENNY, *Keeper.*)

Fixed white light; small dioptric light, hoisted on guys from a house on deck to the end of a short gaff on foremast. This arrangement is objectionable, since when riding to the flood tide, the foremast obscures the light in the very direction in which it is most required, and when swinging to the ebb, the mainmast eclipses it in the same way. The vessel was inspected on 31st July, and again on 4th August. The rigging was found to require thorough refitting and the mooring tackle, having come together, both anchors were weighed and laid out properly. The vessel's bottom was in a very foul state; she has been in the water two years, and the kelp was growing very long on her bottom. The keeper was instructed to bring the vessel into the flats

near Barrington, and have her bottom cleaned and painted with copper paint sent him for that purpose, and the rigging put in proper order.

As it was desirable that the light should not be interrupted, he was instructed to get a large boat to take her place, and show a light from a lantern at the mast.

CAPE SABLE.

Lat. 43° 23' 19" N.; Long. 65° 37' 11" W.

(ISAAC K. DOANE, *Keeper.*)

Revolving white, bright for 15 seconds and dark for 25 seconds; nine large circular burner lamps, with 25 inch reflectors; iron lantern 10 feet in diameter, with eight sides; glass 12 × 18 inches: consumes about 1055 gallons of oil. Inspected 2nd August and 500 gallons of oil delivered in addition to supply previously sent.

White lead and oil have been sent to this station, as both the lighthouse and dwelling are much in need of painting. The keeper at this station has also charge of the fog-whistle which will be referred to afterwards.

BON PORTAGE.

Lat. 43° 27' 16" N.; Long. 65° 44' 39" W.

(ARTHUR M. WRAYTON, *Keeper.*)

Revolving red, attaining greatest brilliancy once every minute; four circular burner lamps, with 20 inch reflectors; iron lantern 7½ feet in diameter, with ten sides; plate glass 28 × 36 inches: consumes about 585 gallons of oil. Inspected on 1st August and 655 gallons of oil supplied.

The roof of the house was re-shingled and floor laid in attic in October, 1876. A porch 12 × 16 feet has been added to the dwelling and a pump put in the well. The Keeper states that the south and east sides of the house leak through the shingles. The shingles in these two sides of the house will have to be stripped and the leak stopped. The road and landing will also require an expenditure of about \$200.

STODDART'S ISLAND.

Lat. 43° 28' 30" N.; Long. 65° 43' 10" W.

(MICHAEL WRAYTON, *Keeper.*)

Fixed red light; three A lamps, with 12-inch reflectors; small octagonal iron lantern about 4 feet high and glazed with 11 × 17 glass: consumes about 140 gallons of oil. Inspected on 1st August and 141 gallons oil delivered. Paint has been sent for the lighthouse.

PUBNICO.

Lat. 43° 35' 45" N.; Long. 65° 46' 54" W.

(MATURIN AMERO, *Keeper.*)

Fixed white light; three small lamps and two 12-inch reflectors. The light is shown from a projecting window provided with iron sashes, glazed with 17 × 17 inches and 14 × 17 inches glass: consumes about 100 gallons of oil. Inspected 1st August and 140 gallons of oil supplied.

The beach is washing away on the north side and an expenditure of \$25 has been authorized for a protection work of logs and stones.

ARGYLE.

Lat. 43° 39' 40" N.; Long. 63° 52' 4" W.

(HERMAN H. HAMILTON, *Keeper.*)

Fixed red light; three circular-burner and three flat-wick lamps, with 20 inch reflectors, and two A lamps with 12 inch reflectors; iron lantern 7½ feet in diameter, ten sides; plate glass 28 × 36 inches: consumes about 509 gallons of oil. Inspected on 1st August and 700 gallons of oil supplied.

The condition of the building is generally good, with the exception of two small leaks—one in the kitchen and one in the south-west part of the tower. One of the windows has been repaired, the kitchen stairs have been cased, a sink has been built, an inside cellar door and a stair door provided, and a road has been made from landing to lighthouse. The landing has been repaired and lighthouse painted.

A boat house 18 × 22 feet is being erected at an expense of \$130, and a medicine chest will be sent this autumn. The lantern being small the great heat has cracked some of the plate glass, which will require to be renewed. Also some zinc and lumber for the leaders round the house.

FISH ISLAND.

Lat. 43° 22' 10" N.; Long. 65° 57' 15" W.

(JOSEPH B. WHITE, *Keeper.*)

Two horizontal fixed white lights 25 feet apart, shewn from two dormer windows provided with iron sashes, and glass 24 × 30 inches; three B lamps and one A lamp; one reflector 21-inch and one 12-inch: consumes about 160 gallons of oil. Inspected 1st August and 140 gallons of oil delivered.

Paint and oil have been supplied for painting the buildings and the Keeper authorized to purchase a dory for \$20 to replace the present one worn out.

SEAL ISLAND.

Lat. 43° 23' 34" N.; Long. 66° 0' 52" W.

(T. C. CROWELL, *Keeper.*)

Fixed white; second order dioptric; iron lantern, 10½ feet in diameter, having twelve sides; plate glass, 35 × 32 inches, 31 × 32 inches and 28 × 32 inches: consumes about 320 gallons of oil. Inspected on 23rd July and 300 gallons of oil delivered.

The cast iron base on which the shaft supporting the floor of the lens stands, is somewhat out of the level, which is probably caused by the vibration of the tower during heavy winds. The lantern, lens and lamps are kept clean and in good order. The cellar of the dwelling has been floored with 3-inch spruce deals, and a plank drain carried about 49 feet from the cellar.

YARMOUTH.

Lat. 43° 47' 28" N.; Long. 66° 9' 21" W.

(J. H. DOANE, *Keeper.*)

Revolving white⁵; complete revolution every 1½ minute; light 1¼ minute; dark, ½ minute: ten A lamps, with 12-inch reflectors; iron lantern, 9 feet in diameter, with eight sides; glass, 17 × 11 inches: consumes about 396 gallons of oil. Inspected 26th July and 300 gallons of oil delivered. Lantern and lamps in good order.

The lighthouse is in good repair, but the buildings, &c., connected with the fog-whistle require a considerable expenditure, which will be more particularly referred to under that head.

YARMOUTH BEACON.

Lat. 43° 48' 30" N.; Long. 66° 8' 45" W.

(JOSHUA DOANE, *Keeper.*)

Fixed red light; three flat-wick lamps, with 20-inch reflectors; wooden lantern, 4½ feet diameter, protected with iron floor and zinc lining; plate glass, 21 × 27 inches; the east side is dark; consumes about 208 gallons of oil. Inspected 26th July and 235 gallons of oil delivered.

White lead, red paint and oil, were supplied for painting the building, also rope for new davit falls, &c. There is a leak in the roof which the keeper is unable to find.

The plaster, which is much injured, should be taken down, and the ceiling made of boards.

CAPE ST. MARY.

Lat. 44° 5' 20" N. ; Long. 66° 12' 40" W.

(MATURIN ROBICHAU, *Keeper.*)

Revolving red and white, flash every 30 seconds; ten A lamps, with 12-inch reflectors; iron lantern, 8 feet in diameter, having twelve sides; plate glass, 66 x 24 inches; one side dark: consumes about 215 gallons of oil. Inspected 30th July and 200 gallons of oil delivered.

Paint and oil for painting the buildings, were also supplied. The premises are in good order, and very well kept.

WESTPORT.

Lat. 44° 15' 30" N. ; Long. 66° 20' 20" W.

(RUPERT SUTHERN, *Keeper.*)

Two horizontal fixed white lights, six feet apart, shown from two dormer windows, having iron sashes with 17 x 11-inch glass; four A lamps, and 12-inch reflectors: consumes about 182 gallons of oil. Inspected 30th July and landed 176 gallons of oil.

The premises are in good order, with the exception of the foundation, which requires cementing; probable cost, \$15.

BRIER ISLAND.

Lat. 44° 14' 57" ; Long. 66° 23' 30" W.

(JOSEPH SUTHERN, *Keeper.*)

Fixed white light; lamps, four circular-burners, with 18-inch reflectors; one lamp, with 20-inch reflectors, and one A lamp with 12-inch reflector; iron lantern, 8 feet in diameter, with eight sides; glass, 17 x 11 inches: consumes about 600 gallons of oil. Inspected 30th July and 800 gallons of oil delivered; also, paint and oil for the buildings.

The lamps, reflectors and premises generally at this station are not as well looked after as they should be.

BOAR'S HEAD.

Lat. 44° 24' 16" ; Long. 66° 13' 0" W.

(H. M. RUGGLES, *Keeper.*)

Revolving red and white, every minute. Six A lamps with 12-inch reflectors. Iron lantern, 8 feet in diameter, with twelve sides. Plate glass, 54 x 24 inches. One side dark. Consumes about 260 gallons of oil. Inspected on 2nd August and 294 gallons of oil delivered; also, paint and oil for the buildings.

The storehouse roof requires shingling and some expenditure is required on road in breaking and removing boulders. The reflectors at this station will have to be renewed as they are nearly worn out.

ANNAPOLIS, POINT PRIM.

Lat. 44° 41' 34" N. ; Long. 65° 47' 20" W.

(WILLIAM J. ELLIS, *Keeper.*)

Fixed white light. Thirteen lamps; five circular-burners with 20-inch reflectors, and eight flat-wicks with 18-inch reflectors. Iron lantern, 9 feet in diameter, with 12 sides; one side dark. Plate glass 60 x 30 inches. Consumes about 950 gallons of oil. Inspected on 21st September and 1,050 gallons of oil delivered.

The premises are in good order.

PORT WILLIAMS.

Lat. 44° 56' 52" N. ; Long. 65 16' 0" W

(JAMES W. DUNN, *Keeper.*)

Two fixed vertical lights, 20 feet apart. Six A lamps, with 12 inch reflectors. The upper lantern is of iron, 8 feet in diameter, having twelve sides and plate-glass 24 x 54 inches—one side dark. Lower light is shown from a window with iron sash and glazed with similar glass. Consumes about 160 gallons of oil. Inspected on 2nd August and 186 gallons of oil delivered.

The premises are in good order and well looked after.

MARGARETVILLE.

Lat. 45° 2' 57" N. ; Long. 64° 4' 0" W.

(WILLIAM EARLY *Keeper.*)

Fixed red light. Five A lamps, with 12-inch reflectors. Iron lantern 8 feet in diameter with twelve sides. Plate glass 54 x 24 inches. Four sides blank. Consumes about 119 gallons of oil. Inspected 2nd August and supplied with 143 gallons of oil.

The premises are generally in good order and the light is well kept. The foundation of lighthouse is built of cobble stones without cement or mortar, and should be overhauled and made good.

BLACK ROCK.

Lat. 45° 10' 10" N. ; Long. 64° 46' 0" W.

(JAMES ROBINSON, *Keeper.*)

Fixed white light. One circular-burner lamp, with 18-inch reflector, and seven A lamps with 12 inch reflectors. The light is shewn from a three-sided bow-window with iron sashes, glazed with 17 x 11-inch glass. Consumes about 260 gallons of oil. Inspected on 9th August and landed 184 gallons of oil.

The lighthouse has been painted and the outbuildings whitewashed. The keeper is anxious to put up a building 28 feet long, 16 feet wide and 8 feet post to be used as carpenter's shop and store-room. He will put it up if the materials are supplied. I would recommend that this be done, as the keeper is a very handy man, and does many small jobs about the place, making ladders, &c. The station is kept in excellent order.

HORTON BLUFF.

Lat 45° 6' 15" N. ; Long. 64° 13' 30" W.

(CHARLES P. RATHBURN, *Keeper.*)

Fixed white light. One large flat wick-lamp, with 18 inch-reflectoy. One A lamp and 12-inch reflector, and one B lamp without reflector. Light is shewn from window with iron sashes, glazed with 17 x 11 nches glass. Consumes about 200 gallons of oil. Inspected on 10th August and 235 gallons of oil delivered.

Dwelling requires two new sashes.

WALTON HARBOUR.

Lat. 45° 14' 0" N. ; Long. 64° 0' 45" W.

(TIMOTHY PARKER, *Keeper.*)

Fixed red light. Two large flat-wick lamps, with 18-inch reflectors. Wooden lantern, protected with iron floor and zinc lining, 7 feet in diameter. Has eight sides. Plate glass, 36 x 30 inches. Two sides dark. Consumes about 105 gallons of cil. Inspected on 9th August and supplied 92 gallons of oil.

Two sides of tower were painted in April, and paint and oil were furnished to finish the work. The premises are in good order. A road is much required, one has been laid out and it is estimated that about \$200 will be required to complete it.

BURN'T COAT.

Lat. 45° 18' 40" N. ; Long. 63° 48' 30" W.

(WILLIAM FAULKNER, *Keeper.*)

Fixed white light. One large flat-wick lamp, with 21-inch reflector, and six A lamps with 12-inch reflectors. Iron lantern 7 feet in diameter, with eight sides, glazed with 11 x 17-inch glass, one side dark. Consumes about 310 gallons of oil. Inspected on 9th August and landed 235 gallons of oil.

The dwelling-house is large and commodious, with a good cellar, adapted for a farm-house. There are five acres of good land, having crops of wheat, corn, potatoes, vegetables, hay, &c. The foundations of dwelling and lighthouse are splitting and settling, and the door steps are rotten and broken down. The lamps are not as well looked after as they should be, the chief interest of the keeper seeming to be in the crops.

PARSBORO'.

Lat. 45° 23' 0" N. ; Long. 64° 19' 0" W.

(JOHN H. NEWCOMB, *Keeper.*)

Fixed white light. Two large flat-wick lamps, with 18-inch reflectors, and three A lamps with 12-inch reflectors. Wooden lantern 8½ feet in diameter, protected with iron and zinc. Glass 18 x 16 inches: consumes about 350 gallons of oil. Inspected on 9th August and landed 371 gallons of oil.

The lighthouse is in good repair, but the oil shed and barn require shingling. A reservoir is also required in cellar.

SPENCER'S POINT.

Lat. 45° 23' 30" N. ; Long. 63° 37' 0" W.

(ROB. A. SPENCER, *Keeper.*)

Fixed white light shewn from a wooden lantern on top of the keeper's private dwelling-house. The glass is 22 x 23 inches. Lantern 4½ feet in diameter, with eight sides; three sides dark; three A lamps and two 12-inch reflectors: consumes about 84 gallons of oil. Inspected on _____ and 94 gallons of oil delivered.

APPLE RIVER.

Lat. 45° 28' 20" N. ; Long. 64° 51' 30" W.

(JAMES TATE, *Keeper.*)

Fixed white light; one long flat-wick, with 18-inch reflector, and three A lamps with 12-inch reflectors. Iron lantern 4½ feet in diameter, having eight sides. Plate glass 45 x 21 inches; one side dark: consumes about 180 gallons of oil. Inspected on 14th August and 143 gallons oil supplied.

The foundation requires repairing and repointing. The tower rocks in the wind, and leaks badly on the south side. This side will have to be stripped and repaired next year. The cistern and cellar will have to be made tight and the buildings generally require a thorough overhauling.

METEGHAN.

Lat. 44° 13' 43" N. ; Long. 66° 38' 12" W.

(LOUIS A. COMEAU, *Keeper.*)

Fixed green light; three A lamps, with 12-inch reflectors; wooden lantern about 3 feet in diameter; glass 30 x 26 inches: consumes about 130 gallons of oil. Was inspected 29th September and 100 gallons of oil supplied.

The beacon requires painting.

CHURCH POINT.

Lat. 44° 19' 55" N.; Long. 66° 7' 35" W.

(JEREMIAH McLAUGHLIN, *Keeper.*)

Fixed red light. One circular-burner lamp and 20-inch reflector; two flat-wick lamps with 16-inch reflectors, and two A lamps with 12-inch reflectors; iron lantern, 7½ feet in diameter, with ten sides, three sides dark; plate glass, 36 x 28 inches: consumes about 250 gallons of oil. Inspected 29th Sept. and 280 gallons of oil delivered.

Premises in good repair.

SISSIBOO.

Lat. 44° 26' 30" N.; Long. 66° 1' 15" W.

(BASIL AMERO, *Keeper.*)

Fixed white light; three flat-wick lamps, with 16-inch reflectors, and two A lamps with 12-inch reflectors. Iron lantern, 4½ feet in diameter; eight sides, one dark. Plate glass, 43 x 21 inches: consumes about 150 gallons of oil. Inspected on 27th September and 187 gallons of oil delivered.

The lighthouse requires painting, and the foundation wall should be cemented.

ISLE HAUTE.

Lat. 45° 15' 0" N.; Long. 65° 0' 15" W.

(NELSON CARD, *Keeper.*)

The light at this station is not yet in operation, it is intended to be as follows:— A fixed white light for 45 seconds, followed by an eclipse. A white flash and eclipse, each of about five seconds duration.

The lighting apparatus will consist of six large silver-burner lamps with reflectors, 21 x 13½ inches; the lantern is of iron 9¾ feet in diameter, having twelve sides; plate glass, 30 x 60¾ inches; the lantern and revolving apparatus cost \$2,011.26. The lighthouse is erected on the highest point of the Island, a little to the westward of the centre, about 365 feet above high water mark. The tower is 20 feet square at bottom and 11 at top, and 39 feet high from under side of sill to top of plates.

The dwelling, which is attached to the tower, is 26 x 31½ feet and 14 feet high. The wood shed built against end of dwelling, is 13 x 18 feet and is 9 feet high.

GEORGE'S ISLAND.

Lat. 41° 38' 30" N.; Long. 63° 33' 20" W.

(ROBERT ROSS, *Keeper.*)

Two fixed vertical white lights, 20 feet apart; on west side only the upper light can be seen; three flat-wick lamps, with 18-inch reflectors, and three A lamps with 12-inch reflectors; wooden lantern protected with zinc, 3½ feet in diameter; four sides; east side of lantern dark, and east and west of lower light; lantern glass, 30 x 30 inches; lower glass, 26 x 26 inches: consumes about 365 gallons of oil. Inspected several times during year, and oil delivered as required.

Some repairs are now being made to the building which has been leaking badly. A porch should be built and a platform put round the lantern to enable the keeper to clean the glass on the outside. Next year the battens should be removed and the building shingled.

MEAGHER BEACH.

Lat. 44° 36' 0" N.; Long. 63° 51' 50" W.

(EDWARD HORN, *Keeper.*)

Fixed white light; four flat-wick lamps with 18-inch reflectors, and four B and one A lamps, with 12-inch reflectors; iron lantern, 9¾ feet in diameter, with eight sides, 11 side blank; plate glass, 22 x 18 inches: consumes about 450 gallons of oil. Inspected several times during the year, and oil delivered.

The light tower, dwelling and oil shed are in good order. One side of the roof of the dwelling has been shingled, water spouts put up and a leak repaired in the roof of the tower. A good boat-house has also been built. A fog-bell is rung by machinery at this station, striking seven times each minute. The side of the tower on which the bell tower is constructed has become more and more exposed, the old piles driven many years since have been washed entirely away and the waves come up to the base of the light tower. It became necessary, therefore, to extend the protection work towards the westward and northward, to prevent serious damage. This is now being done. About 150 or 200 piles are being driven in a double row and the space between filled in with stone.

The protection work, piling and stone filling has been found very successful in preventing the washing away of the beach, and in improving the harbour which it formed.

DEVIL'S ISLAND.

Lat. 44° 34' 50" N.; Long. 63° 27' 15" W.

(BENJAMIN FULKER, *Keeper.*)

A very important alteration has been made at this station. On the 15th October, 1877, the old fixed red light was extinguished, and in its place two fixed white lights were shewn from two towers, about 524 feet apart. The alteration has been made to improve the character of the light which heretofore could only be seen for a short distance, and also by means of range lights to clear the Thrum Cap Shoals and lead vessels safely up the harbour.

The old light tower was moved about 132 feet to the north-westward of the old site and exhibits a white light about 52 feet above high water-mark. The tower was moved that distance and safely placed and secured on its new foundation without interfering with the exhibition of the light. The lantern is of iron, 7 feet in diameter, having eight sides, glazed with plated glass 18 x 16 inches. Two No. 1 circular-burner lamps, with 20 inch reflectors, and 9 A lamps, with 12 inch reflectors. The consumption of oil was about 400 gallons annually.

The new tower is situated 524 feet E $\frac{3}{4}$ N from the western or old one, and is 53 feet high from base to vane. The light is 59 feet above high water mark. Both towers are octagonal wooden buildings, painted white. The new tower is furnished with a 9 $\frac{3}{4}$ feet iron lantern, having ten sides. Plate glass 30 x 60 inches.

The lighting apparatus consists of thirteen No. 2 Silber-burner lamps, with 17-inch reflectors. The keeper reports on the 23rd October, the consumption of oil per night as follows: Old light 6 $\frac{1}{2}$ quarts, new light 7 quarts. The contract for building the new light tower was awarded to Mr. Jacob Bowser, for \$2,143. The extras on the building amounts to \$156, making a total of \$2,299.

The lantern and lighting apparatus were furnished by Mr. E. Chanteloup, of Montreal, and cost \$1,652.07. Tenders were asked for the removal of the old light, and the contract was given to Mr. William Fenerty, for \$679. Necessary repairs amounted to \$50, and additional expenditure was incurred for cement for the foundation. A building for an oil store has been erected over the cellar of the old light which cost \$120. The old light tower and new store has also been painted.

The lantern on the western tower is old and badly glazed. A new one should be provided and also new lighting apparatus equal in quality to that used in the eastern light.

The establishment of a second light at such a distance from the former one has, of course, greatly increased the duties and responsibilities of the Keeper, and he should either be provided with an assistant or his salary raised by an amount sufficient for him to employ the extra help required.

The rule to be observed as regards the new light is as follows:—

The eastern light open of the western leads clear to the southward of Thrum Cap Shoals, and George's Island light, a pier to the westward of Meagher's Beach light, leads clear to the westward of Thrum Cap Shoals.

EGG ISLAND.

Lat. 44° 39' 50" N. ; Long. 62° 51' 32" W.

(WILLIAM CONDON, *Keeper.*)

Revolving red and white light. Complete revolution every two minutes, shows a red and white light, at intervals of one minute. Ten A lamps with 12-inch reflectors arranged in opposite faces, five provided with red chimneys. Iron lantern, 7½ feet in diameter with twelve sides. Plate glass 24 x 66 inches. Consumes about 400 gallons of oil. Inspected on the 24th August and 468 gallons supplied.

A new lantern and lighting apparatus has just been furnished for this important station and will be shipped from Montreal in a few days, the season however is too far advanced to put it up this year.

A good many repairs are required at this station, and will be made when the lamp is being erected next summer. The deck and windows especially will require repairs. Stays will have to be placed to the dwelling to make it secure against heavy storms and the landing slip will have to be put in efficient condition.

POPE'S HARBOUR.

Lat. 44° 47' 40" N. ; Long. 62° 38' 49" W.

(JAMES BOLLING, *Keeper.*)

This light is a fixed red one and was put in operation on the 20th September, 1877. It is situated on the west point of Harbour Island, Pope's Harbour, Halifax County. The light is elevated about 45 feet above high water mark, and in clear weather should be seen about nine miles.

The building is a square wooden tower painted white, 37 feet high from base to vane, with a keeper's dwelling attached. The lantern is of iron 7½ feet in diameter, having 8 sides, (2 blank) glazed with plate glass 28 x 36 inches. The lighting apparatus consists of five No. 2 Silber-burner lamps, with 17-inch reflectors. On 24th August, 378 gallons of oil were delivered.

The contract for the building and an oil shed 12 x 16 feet, with 8 feet posts, was awarded to Mr. George Rawlings for \$1,948. The lantern and lighting apparatus was furnished by Mr. E. Chanteloup, of Montreal, and cost \$818.67. Mr. James Bolling was appointed keeper, at a salary of \$300 per annum.

He has been authorized to build a boat-slip, and to cut down some trees on a neighbouring point which intercept the view of the light.

BEAVER ISLAND.

Lat 44° 48' 10" N. ; Long. 62° 20' 30" W.

(JOHN W. HALL, *Keeper.*)

Revolving white light, attaining its greatest brilliancy once every two minutes Six No. 1 circular-burner lamps, with 19x11½ reflectors. Iron lantern, 10½ feet in diameter, having twelve sides, glazed with plate-glass 33 x 60 x ¾ inches: consumes about 742 gallons of oil. Inspected several times during year, and 720 gallons supplied. Lighthouse requires painting.

On the morning of 6th August the new lamps' reflectors which had been put in operation on 15th October, 1876, were destroyed by fire, as well as the plate-glass with which the lantern was glazed. The then keeper, Mr. N. McIver Campbell, states that the light was lit as usual in the evening of 5th August, and that he remained in the lantern some time. Was again in the lantern between 11 and 12 o'clock. About two o'clock something wrong was observed, and, on going to the lantern, he observed one face of the revolving frame on fire, and one of the reflectors burnt off.

He tried to extinguish the flame, without success, and the heat became so intense he had to go down and shut the trap-door. He remained in the room below extinguishing the burning oil which dropped through the lantern floor. The lamps,

reflectors and gear were all destroyed. Immediately sent the steamer "Glendon" with plate-glass and the new lighting apparatus which was in store at Scatterie Island, and in the course of a day or two the damage was repaired and the light in operation. The keeper resigned his situation on 30th September, and on 1st October, 1877, Mr. James W. Hall, who had been appointed to succeed him, took charge.

LISCOMB.

Lat. 44° 59' 20" N.; Long. 61° 57' 50" W.

(SETH CROOKS, *Keeper.*)

Revolving red and white, at intervals of two minutes; six circular-burner lamps, with 20-inch reflectors. Iron lantern $9\frac{1}{2}$ feet in diameter, having twelve sides and glazed with plate-glass 60 x 30 inches: consumes about 650 gallons of oil. Inspected 25th August, and 714 gallons delivered.

A boathouse 12 x 18 feet has been built, and the foundation of the light tower and boat-slip have been repaired.

ISAAC'S HARBOR.

Lat. 45° 10' 15" N.; Long. 61° 39' 0" W.

(CHARLES W. BIGBY, *Keeper.*)

Two vertical fixed white lights, 20 feet apart; one circular-burner lamp, with 20-inch reflector, and two A lamps with 12-inch reflector. Upper lantern of wood, six feet in diameter, protected with iron floor and zinc lining; eight sides, two sides dark. Plate-glass 36 x 30 inches. Lower light shewn from a projecting window having three sides, glazed with glass 36 x 28 inches: consumes about 340 gallons of oil. Inspected on 27th August, and 286 gallons oil delivered.

Up to 1st May, 1877, a red light was shown at this station; it proved, however, too feeble to be of general use, and the present double white lights were substituted.

The Superintendent reports the light tower as lumbered with material. The lower floor has the lantern for lower light occupying about one-third of its space, separated by a thin board partition, outside of which is the stairs, and on the same floor the supply of oil, tanks, etc., is kept. The keeper has been authorized to build an oil store.

The stores, oil barrels, etc., have to be carried up a steep, rocky hill, which causes leakage, and assistance cannot always be obtained for the work. A road is required, and also a boat landing. The only living-room for the keeper is one 12 feet square, between the two lanterns. The heat and smell of burning oil are very oppressive, and the situation is dangerous in case of fire. I would recommend that an addition for keeper's dwelling be built next year.

COUNTRY HARBOUR.

Lat. 45° 6' 15" N.; Long. 61° 32' 30" W.

(JAMES ALEXANDER FOSTER, *Keeper.*)

Fixed white light; fourteen No. 2 circular-burner lamps, with 17-inch reflectors. The lamps are placed in two frames, one above the other, seven lamps on each, supplied with oil from two tin reservoirs in each frame, containing each $2\frac{1}{2}$ gallons. Iron lantern $9\frac{3}{8}$ feet in diameter, with twelve sides; plate-glass, 30 x 60 x $\frac{3}{8}$. Inspected 27th August and 576 gallons oil supplied. Consumes about 500 gallons.

The old lantern at this station being much too small, was removed, and a new one of the dimensions stated above substituted, also a new lighting apparatus of much greater power than that formerly employed.

A good deal had to be done in putting up the lantern at this station. The deck had to be extended, and a new under railing put round the building. A number of the windows which were leaking badly had to be repaired, and new spouts and conductors put round the building and oil store. The lighthouse was painted,

and a circular tank of pine six feet in diameter, and six feet deep with cover, iron hoops, and taps for drawing off water, was put in the cellar. The wire stays were new seized and tightened, locks and latches renewed in several cases; new platform put down in front of house, and one built for the oil tanks.

The foundation of this light is in a very bad state. In some places the walls have not been carried down to the solid rock, but rest on the earth. The wall is not safe for any length of time, though it may stand for a year or so. It should be taken down and re-built, a good solid bed made for the foundation, and re-built in cement. The present stone could be split and used with other that can be obtained on the island.

The cost of taking down and rebuilding in cement is estimated at about \$300.

TORBAY.

Lat. 45° 11' 37" N.; Long. 61° 18' 35" W.

(JOSEPH DELOREY, *Keeper.*)

Fixed red seaward, white to northward. The red light is shown by means of three circular burner lamps, and 21-inch reflectors, and two large flat wick lamps with 21-inch reflectors, and the white by three flat wick lamps, with 17-inch reflectors. Iron lantern, 7½ feet in diameter, with ten sides; plate-glass 28 × 36 inches: consumes about 634 gallons of oil. Inspected 27th August.

Buildings are in good condition; the inside of lighthouse and dwelling have been painted, and the oil store and fence whitewashed. A well has also been dug. The keeper is anxious to have a boat house and capstan to haul up the boat.

WHITEHEAD.

Lat. 45° 12' 0" N.; Long. 61° 8' 15" W.

(JAMES P. DILLON, *Keeper.*)

Revolving white light, greatest brilliancy every 20 seconds. Six circular-burner lamps, with 22-inch reflectors. Iron lantern, 9 feet in diameter, with twelve sides. plate-glass, 28 × 60 inches, one side dark: consumes about 720 gallons of oil. Inspected 27th August and 717 gallons of oil delivered.

The roof of the boat house has been shingled; some work is required on the boat house landing; and a well is much needed, as the present supply of water is from surface drainage and unwholesome.

GRANBERRY ISLAND.

Lat. 45° 19' 50" N.; Long. 60° 55' 30" W.

(JAMES HANLON, *Keeper.*)

Two fixed white vertical lights, 35 feet apart. Three circular-burner lamps, with 18-inch reflectors, one with 20-inch and fourteen A lamps with 12-inch reflectors. Iron lantern, 9½ feet in diameter, with eight sides; glass, 11 × 17 inches. Lower lantern iron sash with three sides, and similar glass: consumes about 930 gallons of oil. Inspected 31st August and 1,086 gallons of oil delivered.

A new 10½ feet iron lantern has been provided for this station, and new lighting apparatus. They are from the establishment of Mr. Chanteloup, and cost \$1,950. They have been sent to the island.

The light tower at this station is very old, having been erected nearly seventy years since, and as it was feared the timbers were not sound, I had it carefully inspected by a competent builder before anything was done towards erecting the new lantern. He reports the building very much out of repair. The sills are rotten; the feet of the posts are all gone, and the heads of some. Many of the plates, and one of the deck beams of the lantern, are gone altogether, and one piece of joist; the ballast floor and first floor over the ballast floor are partially decayed.

The building for about 8 feet up will have to be reshingled, and all the rest of the shingles renailed, which would cost almost as much as new shingles. It would be better to strip off all the shingles, as one would then see if there was any loose boards which could then be renailed. The posts can be scarfed on the lower end, and knees bolted to the ballast floor and first floor, which would make as strong a job as if the parts were new. The upper end of the posts can be scarfed and kned to the deck beams.

The first floor wants to be new planked. A new deck is required before the new lantern is put up. After these repairs are made the building will have to be painted.

The building is eight sided, each side measuring 12 feet at base and 51 feet posts. When these repairs are completed the building will be as good as new, and will cost about \$1,600.

The buildings connected with the fog-whistle will also require repair, which will be referred to under their proper heading.

The shed in connection with the house wants new joists, floors and chimneys.

The main portion of the house wants new floors and the chimney taken down to the roof and rebuilt. The roof leaks badly and ought to be shingled, and requires window sash and frames. The old plaster is falling off and wants to be replastered. The above would cost about \$500. It would probably be better to build a new house.

The store wants a new plank floor, new joists and doors, which will cost about \$30.

CANSO HARBOR.

Lat. 45° 21' 0" N. ; Long. 60° 58' 30" W.

(THOMAS LANGLEY, *Keeper.*)

Fixed red light; four large flat-wick lamps with 18-inch reflectors, and two Blamps with 12-inch reflectors; wooden lantern 7 feet in diameter, protected with zinc, eight sides; plate-glass 30 x 36 inches; two sides dark: consumes about 260 gallons of oil. Inspected 31st August and 280 gallons of oil delivered, also paint and oil to paint building.

The premises are in good order. The late keeper applied for an addition to the dwelling, which is very small. The cost is estimated at about \$200.

Mr. John Langley, the late keeper, died on 26th July, and his son, Mr. Thomas Langley, was appointed in his place.

GUYSBORO.

Lat. 45° 22' 50" N. ; Long. 61° 29' 10" W.

(GODFREY S. PEART, *Keeper.*)

Fixed white light; three A lamps and two 12-inch reflectors. The light is shewn from a window having iron sashes with 10 x 12-inch glass; consumes about 140 gallons of oil. Inspected 19th September and 142 gallons of oil supplied.

The buildings are in good repair.

SAND POINT.

Lat. 45° 31' 30" N. ; Long. 61° 14' 40" W.

(JOSEPH MUNDELL, *Keeper.*)

Two horizontal white lights, 24 feet apart; one circular-burner lamp with 18-inch reflector, and four A lamps with 12-inch reflectors; the windows have iron sashes and 17 x 11 inch glass: consumes about 250 gallons of oil. Inspected 19th September and 192 gallons of oil delivered.

The light would be improved by placing two circular burner lamps with 20-inch reflectors, one in each lantern, to show a better light to southward. The wood-house requires painting and shingling.

POINT TUPPER.

Lat. 45° 36' 40" N.; Long. 61° 22' 0" W.

(JAMES McDONALD, *Keeper.*)

Fixed red; three A lamps and one B; only two 12-inch reflectors; the lantern is a gable window standing out from west side of tower, has three sides, each having two panes of glass 16 x 33 inches: consumes about 172 gallons of oil. Inspected September 20th and 250 gallons of oil delivered.

Some repairs are required to the roof.

CREIGHTON'S HEAD.

Lat. 45° 30' 40" N.; Long. 61° 6' 0" W.

(HENRY W. CREIGHTON, *Keeper.*)

Revolving white light, attaining its greatest brilliancy every forty seconds; six A lamps with 12-inch reflectors; wooden lantern 6½ feet diameter, protected with iron floor and zinc lining; eight sides; plate-glass 36 x 30 inches; two sides of lantern dark: consumes about 150 gallons of oil. Inspected 19th September and 140 gallons of oil delivered.

The lantern deck leaks around base. It requires to be overhauled and made tight. Paint and oil have been supplied for painting the lighthouse.

The keeper has been authorized to expend a small sum to raise the crib protection work in front of the light higher, by putting on an additional tier of binders, stringers and ballasting.

JERSEYMAN ISLAND.

Lat. 45° 30' 20" N.; Long. 61° 3' 0" W.

(——— BABIN, in temporary charge)

Fixed red light; one large flat wick-lamp with 18 inch reflector, two with 16 inch reflectors, and three B lamps with 12-inch reflectors. Iron lantern, 6 feet in diameter, having eight sides; plate-glass 30 x 36 inches: consumes about 250 gallons of oil. Inspected 18th September and 381 gallons of oil delivered.

The Lighthouse requires painting, the roof of the kitchen wants reshingling, and other repairs should be made to the chimney, plaster, &c. They should be done next year; the cost will probably exceed \$100. The keeper has been authorized to make some slight repairs. An inside copper roof has been ordered for the lantern to make an air space inside the iron roof.

Mr. Simon Babin, the keeper died on 30th September, 1877., and his son is now in temporary charge of the light.

ARICHAT.

Lat. 45° 29' 0" N.; Long. 61° 1' 50" W.

(CHRISTOPHER DA COSTE, *Keeper.*)

Fixed white light. Four A lamps with 12-inch reflectors. Lantern in a window with three sides. Iron sashes glazed with glass 15 inches square. Consumes about 160 gallons oil. Inspected on 18th September and 256 gallons of oil supplied.

The foundation wall of this lighthouse will have to be taken down to the ground about 15 inches or rebuilt properly with flat stones. The cost is estimated at about \$100. The protection wall to bank also requires repairing. The upper story of the house is unfinished, the Keeper is anxious to have it completed for bedrooms.

PETITDEGRAT.

Lat. 44° 29' 25" N.; Long. 60° 57' 48" W.

(FERRANT BOUDROT, *Keeper.*)

Fixed red light on Big Arrow Island, south-east of Madame Island, Richmond County, C. B., for the purpose of guiding vessels into the harbor of PetiteGrat Inlet, was put in operation 15th May, 1877. The light is elevated about 38 feet above

high water mark. The building is of wood, painted white, and consists of a square tower 31 feet from the base to vane, with keeper's dwelling attached. Two No 2 circular-burner lamps and two mammoth flat wick lamps with reflectors 17x6 inches. Iron lantern 5½ feet diameter, having six sides,—one dark. Plate glass 36 x 30½ inches. An oil store has been built. Inspected several times, and 236 gallons of oil supplied. The keeper states the consumption of oil, about one gallon per night.

A protection work is much required to prevent the bank washing away. An expenditure of about \$250 will be required for this purpose.

GREEN ISLAND.

Lat. 45° 28' 40" N.; Long. 60° 53' 40" W.

(WILLIAM DUANN, *Keeper.*)

Revolving red and white light. Each light attaining its greatest brilliancy very alternate 45 seconds. Four No. 1 circular-burner lamps with 22-inch reflectors. Iron lantern, 7½ feet in diameter, with 12 sides. Plate glass 24 x 16. Consumes about 600 gallons of oil. Inspected 18th September and 567 gallons of oil delivered.

The sills of the lantern and deck are rotten and are being renewed by Mr. Vigneau. The new deck will be coated with tar and tarred paper and then covered with canvas and painted.

Material has been sent to the Island for these repairs. The lamps are out of order and will have to be sent here to be refitted, a temporary frame and lamp being used meanwhile.

CAPE LA RONDE.

Lat. 45° 34' 45" N.; Long. 60° 53' 0" W.

(CHAS. LATTIMORE, *Keeper.*)

Fixed white light. Two circular-burner lamps, with 20-inch reflectors. Three large flat-wick lamps, with 18-inch reflectors, one flat-wick with 16-inch reflector. Iron lantern, 7½ feet diameter, with ten sides, two sides blank. Plate glass 36 x 28 inches. Consumes about 311 gallons of oil. Inspected 18th September, and 283 gallons of oil delivered. The building requires painting, and a leak near one of the windows should be stopped. A small porch has been erected at the outer door of the house. A well is much required and should be dug next season. It will cost about \$40.

OUETIQUE ISLAND.

Lat. 45° 36' 40" N.; Long. 60° 57' 15" W

(CYRILLE SAMPSON, *Keeper.*)

Fixed red light. One circular-burner lamp, with 20-inch reflector. Three large flat-wick lamps with 16-inch reflector, and two A lamps with 12-inch reflectors. Iron lantern, 7½ feet diameter, with ten sides, one blank. Plate glass 36 x 28 inches. Consumes about 192 gallons of oil. Inspected on 17th September, and 141 gallons of oil delivered. Paint and oil were also supplied for painting the lighthouse next year. An expenditure of \$20 was authorized to build a protection for the pond and well against the sea.

NORTH CANSO.

Lat. 45° 41' 40" N.: Long. 61° 29' 10" W.

(GEORGE MCKAY, *Keeper.*)

Fixed white light; one circular-burner lamp, with 18-inch reflector, and seven A lamps with 12-inch reflectors; iron lantern, 10 feet in diameter, having eight sides, two sides blank; 17 x 11 inch glass: consumes about 260 gallons of oil. Inspected on 20th September and 188 gallons of oil delivered; also paint and oil for painting the lighthouse.

The keeper was authorized to make some repairs to porch and steps at door. The foundation of the house requires repairs. The south-east corner is separating and settling for a space of about five feet on either side of angle.

POMKET ISLAND.

Lat. 45° 39' 40" N. ; Long. 61° 44' 30" W.

(COLIN A. CHISHOLM, *Keeper.*)

Fixed red light ; one circular-burner lamp, with 18-inch reflector, and four A lamps with 12-inch reflectors. The circular burner lamp has been added this autumn. Light is shown from a three-sided window, with iron sashes ; plate glass 40 × 21 inches : consumes about 100 gallons of oil. Inspected 20th September and 144 gallons of oil delivered.

The roof of the building has been painted, and the station is in good order. The present keeper was appointed on 5th March, 1877, Mr. Atwater having died in the autumn of 1876.

CAPE ST. GEORGE.

Lat. 45° 52' 30" N. ; Long. 61° 54' 40" W.

(DAVID CONDON, *Keeper.*)

Revolving white, attaining its' greatest brilliancy every 30 seconds ; six A lamps, with 12-inch reflectors ; iron lantern, 10 feet in diameter, with eight sides ; glass 18 × 12 inches : consumes about 136 gallons of oil. Inspected on 20th Sept., and 142 gallons of oil delivered.

An oil store is much required, as at present the oil is kept at the cove until needed. A new kitchen floor will have to be laid next year. The keeper feels very much the want of a cellar ; the outside cellar is not frost-proof, and there is none under the lighthouse.

PICTOU ISLAND.

Lat. 45° 49' 10" ; Long. 62° 30' 30" W.

(ANDREW HOGG, *Keeper.*)

Fixed white light ; three circular burner lamps with 18-inch reflectors, and three A lamps with 12-inch reflectors ; iron lantern seven feet in diameter, with eight sides, glazed with glass 16 × 14 and 16 × 16 inches ; one side dark. Base should be lined with zinc : consumes about 300 gallons of oil. Inspected 21st September and 380 gallons of oil delivered.

The keeper of this light has been instructed to light, for winter navigation, one circular-burner lamp, and 18-inch reflector, to shew eastward ; one A lamp and 17 inch reflector to show southward, and one lamp and 12-inch reflector to show towards the harbour. A new boat has been purchased for the station, and the keeper was authorized to repair porch sills.

PICTOU HARBOUR.

Lat. 45° 41' 30" N. ; Long. 62° 39' 30" W.

(JOHN D. LOUDEN, *Keeper.*)

Two vertical lights, 25 feet apart ; upper, white ; lower, red. The red light is shewn by means of two A lamps, with 12-inch reflectors ; the white, two large flat-wick lamps, with 20-inch reflectors, and eight A lamps, with 12-inch reflectors. A new iron lantern was erected at this station during the month of October, 1877 ; it is 9½ feet in diameter, and has twelve sides, south side dark ; plate glass 30 × 60 × ¾ inch.

In putting up this lantern a new deck had to be put on top of the old one to get the proper height. It was covered with canvas, painted with three coats, and new rails put round : consumes about 390 gallons of oil ; inspected on 8th November and 360 gallons of oil delivered.

The keeper has been instructed to keep this light going all winter.

CARIBOU ISLAND.

Lat. 45° 46' 0" N.; Long. 62° 42' 20" W.

(ALEXANDER MUNRO, *Keeper.*)

Revolving white, attaining its greatest brilliancy once every minute; ten A lamps, with 12-inch reflectors; iron lantern, 8 feet in diameter with twelve sides, three dark; plate glass, 66 × 24 inches: consumes about 224 gallons of oil. Inspected 21st September and 189 gallons of oil delivered. The deck, which was leaking, was repaired in May last.

A protection was much required to prevent the bank in front of the cellar wall from washing away. Sixty-feet has gone in the last ten years, and the edge of the bank is now only about 25 feet from the lighthouse. A timber crib-work about 60 feet long and 6 feet high has been built in front of the bank and properly ballasted with rock to prevent any further encroachment of the sea at a cost of about \$130.

The keeper has been instructed to keep his light in operation all winter.

AMET ISLAND.

Lat. 45° 50' 15" N.; Long. 63° 10' 10" W

(HENRY G. BENNETT, *Keeper.*)

Fixed white lamps; nine A lamps with 12-inch reflectors iron lantern, 8 feet in diameter, having twelve sides; plate glass, 66 × 24 inches: consumes about 235 gallons of oil. Inspected 21st September and 142 gallons of oil delivered.

The upper part requires to be finished to provide sufficient sleeping accommodation. This could probably be done at an expense of about \$100, and the windows should be provided with inside sashes. A new boat will have to be supplied.

The keeper reports, in his quarterly return to 30th September, that the part of the wall round the Island built before he was appointed Inspector, was much injured by the late storm, part of the foundation was not sufficiently cleared, and the stone is broken in one place for 26 feet, and some other part less. He fears another such storm will break through to the Island. The rest of the wall is not damaged.

MULLIN'S POINT.

Lat. 45° 49' 45" N.; Long. 63° 25' 15" W.

(ZEBUD MULLINS, *Keeper.*)

Fixed white light; one large flat-wick lamp and 16-inch reflector, and two A lamps, with 12-inch reflectors; wooden lantern, 6 feet in diameter, having four sides, one side dark; plate glass, 30 × 30 inches. A red light is also shewn by means of two A lamps placed in a window of the keeper's dwelling, about 1,000 yards from the light tower, to serve as a range light over the bar: consumes about 200 gallons of oil. Inspected 30th September and 142 gallons of oil delivered.

The lantern floor should be covered with zinc as a protection. A porch 8 × 12 feet should be built in front of the tower door, and paint and oil should be supplied for the buildings.

PUGWASH.

Lat. 45° 52' 30" N.; Long. 63° 40' 20" W.

(RUFUS A. BENT, *Keeper.*)

Fixed red seaward, white towards harbour; two circular-burner lamps, with 15-inch reflectors and two A lamps, with 12-inch reflectors; small iron lantern, 4½ feet in diameter, eight sides; plate glass, 44 × 21 inches: consumes about 365 gallons of oil. Inspected on 24th September and 423 gallons of oil delivered.

The lantern is entirely too small, and a large one, say 9½ feet, should be supplied next spring. The light is an important one, and with the present small lantern it is impossible to make it what it should be.

Some few repairs have to be made during the year, the bank is fast washing away and should be protected next year.

GUYON ISLAND LIGHTHOUSE.

Lat. 45° 46' 10" N.; Long. 60° 6' 20" W.

(ROBERT BRUCE WINTON, *Keeper.*)

Revolving red light, attaining its greatest brilliancy every thirty seconds; eight No. 1 circular lamps, with 22-inch reflectors; iron lantern 9 feet in diameter, having twelve sides; plate glass, 60 x 30 inches. The lighthouse is placed about 230 yards from the west end of Guyon Island, Cape Breton County. The building is of wood, painted white, and consists of a square tower 54 feet high, with a dwelling attached.

The light is elevated 74 feet above high water mark, and was put in operation on 30th June, 1877.

The contract price of the building was \$2,980, and the lantern and lighting apparatus was furnished by Mr. Chanteloup, for \$2,639.10.

The salary of the keeper is \$400 per annum. The consumption of oil is stated at about 1½ gallon per night. The station was visited several times, finally on the 24th October, and gallons of oil delivered. An oil store is also built at this station, and a boat 14 feet long furnished.

LOUISBURG.

Lat. 43° 54' 30" N.; Long. 59° 57' 15" W.

(LAURENCE KAVANAGH, *Keeper.*)

Fixed white light; two circular-burner lamps, with 20 inch reflectors; one with 18-inch reflector, and five A lamps, with 12 inch reflectors, and one with 22-inch reflector; iron lantern, 10 feet in diameter; eight sides; glass 17 x 11: consumes about 540 gallons of oil. Inspected on 24th October and 479 gallons supplied. A new 10½ foot iron lantern with plate glass 33 x 60 x ¾ has been supplied for this station, at a cost of \$971.54. It will be erected next season.

The lighthouse at this station is much out of repair, and will require a thorough overhauling when the lantern is put up next year. The plastering in the rooms under the lantern will require repairs. It would be a great improvement if the tower could be carried up, say 10 feet, so as to give the building more the appearance of a lighthouse, and thus make a more satisfactory day mark.

The residents of Louisburg, and those interested in its growing trade, are anxious that a small light should be erected on Fort Island which, being darkened in certain bearings, would lead clear of the shoals in the south-east entrance of the harbour. An inexpensive red light would be a great assistance to vessels seeking this port. The completion of the railway connecting Lunenburg with Sydney is looked upon as likely to add largely to the importance of Louisburg as a harbour for shipping.

MAIN À DIEU.

Lat. 46° 0' 30" N.; Long. 59° 47' 30" W.

(JAMES BURKE, *Keeper.*)

Fixed red light; one circular-burner lamp, with 18-inch reflector. One small flat wick with 15-inch reflector, and two with 12-inch reflectors. The present lantern is a small 4½ foot iron lantern entirely unsuited for the place. A new lantern has been prepared for this station, 7½ feet in diameter, glazed with plate glass 36 x 36 x ¾ inches. It will be erected next season. The lantern cost \$579.10.

The consumption of oil is about 323 gallons. Inspected 25th October and 342 gallons delivered. The premises at this station will require considerable repairs, which will be made when the workmen are on the spot placing the lantern. The keeper asks also for a store-house at the landing for the oil and supplies, and also for a boat. The road will require to be improved.

SCATTERIE.

Lat. 46° 2' 15" N.; Long. 59° 40' 15" W.

(JAMES W. BROWN, *Keeper.*)

Revolving white, visible for one minute, eclipsed for half a minute; nine A lamps with 21-inch reflectors. Iron lantern 10 feet in diameter with 12 sides, plate glass, 72 x 30 inches: consumes about 340 gallons of oil. Inspected on 25th October and 386 gallons of oil delivered.

The buildings require painting, and the dwelling-house needs porches, and plastering to be renewed in some of the rooms.

The present keeper was appointed on 8th September, 1875. His salary is \$500, and an allowance of 10 tons coal is made every year. The life-boat is kept at this station, and the usual supply of provisions and clothing is kept up for shipwrecked seamen.

The keeper was authorized to have the porch shingled and sashes and doors put in order. The new revolving apparatus for this place was taken for Beaver Island after the fire at that station, but will be renewed.

FLINT ISLAND.

Lat. 46° 11' 0" N.; Long. 59° 46' 50" W.

(BENJAMIN F. HENEY, *Keeper.*)

Revolving white, attaining its greatest brilliancy every 15 seconds; six A lamps with 12-inch reflectors. Iron lantern, 8 feet in diameter, with 12 sides; plate glass 66 x 24 inches: consumes about 320 gallons oil. In consequence of the severity of the weather on 27th October, 1877, a landing could not be effected on this Island, and as the steamer was required shortly after for other service, and could not be delayed, the oil, about 400 gallons, and other supplies, were landed at Cow Bay to be sent to the Island on the first convenient opportunity. The buildings require some repairs, and the boat slip will have to be almost entirely renewed.

The keeper complains of the conduct of the fishermen. He says they land, draw their fish and spread their nets wherever they please. They landed fifty-four large black fish 114 feet from the dwelling-house, took the fat off and left the carcasses in the only place the keeper had to land his boats. As each weighed over two tons, he says he had to hire two men, who, with himself, worked while the tide served, six hours each day for eight days, in the water, to get off the carcasses, which became so putrid that he would have been obliged to leave the island had they not been disposed of. Means should be taken to prevent the recurrence of such an outrage.

LINGAN.

Lat. 46° 14' 10" N.; Long. 60° 2' 40" W.

(JAMES QUINN, *Keeper.*)

Fixed red light; three large flat-wick lamps, with 18-inch reflectors; one A and one B, with 12-inch reflectors; iron lantern, 6 feet wide, with eight sides, two of which are dark; plate glass, 36 x 30 inches: consumes about 300 gallons of oil. Inspected 27th October and supplied 286 gallons of oil.

An oil store 12½ x 11 feet is being built. Lighthouse requires painting, and some leaks under the lantern will have to be looked to. The keeper asks for permission to erect a fence round the lighthouse lot, which he says will cost about \$20.

LOW POINT.

Lat. 46° 16' 30" N.; Long. 60° 7' 30" W.

(JOHN G. PETERS, *Keeper.*)

Fixed white light; the present one is shewn by means of one large flat-wick lamp, with 20-inch reflector, and eight A lamps, with 12-inch reflectors, placed in a 7 foot

iron lantern, glazed with 12×18 glass. A new lantern is now being erected and large repairs are being made to the building.

The foundation is rebuilt and the tower resingled over tarred paper, and new window sashes and frames supplied, new sills, knees to strengthen the work, and about 60 tons of ballast to steady the tower, under the additional weight of lantern. An enlarged deck, and painting the entire outside.

While the work progresses on the lantern the light will be shewn from the window of the tower, 16 feet below the present one. The house is also being repaired, new shingled on one side, storm windows supplied, and other work done.

The new lantern is of iron, $9\frac{3}{4}$ feet in diameter, with twelve sides; plate glass, $30 \times 60 \times \frac{3}{8}$ inches. The lighting apparatus consists of thirteen mammoth flat-wick burners, with 16×8 -inch reflectors. The cost of the lantern and apparatus was \$1,640.73.

The station was inspected on 26th October and 289 gallons of oil delivered. Consumes about 355 gallons.

SYDNEY BAR.

Lat, $46^{\circ} 12' 40''$ N.; Long, $60^{\circ} 12' 40''$ W.

(GEORGE NUNN, *Keeper.*)

Fixed red light; three large flat-wick lamps, with 18-inch reflectors; one B lamp, with 16-inch reflectors, and two dual-burners, with 12-inch reflectors; wooden lantern six feet in diameter, protected with iron floor and zinc lining, nine sides, one dark; plate glass, 36×30 inches: consumes about 236 gallons of oil. Inspected 26th October and 336 gallons of oil delivered.

An additional circular-burner lamp, with 20-inch reflector, has been placed in the lantern to shew a better light seaward.

The lantern at this station is too small and the wooden sashes too wide, as they intercept too much light.

A crib work of logs filled with ballast has been built round three sides of the base of the tower, about 2 feet in height, and the keeper has been employed at intervals, for a year or two, hauling gravel to bring the bar, where the light stands, up to the level of the crib work.

POINT ACONI.

Lat. $46^{\circ} 20' 30''$ N.; Long. $60^{\circ} 17' 10''$ W.

(GEORGE BONNER, *Keeper.*)

Fixed red light; four large flat-wick lamps, with 18×16 -inch reflectors; iron lantern, 6 feet in diameter, with eight sides, two dark; plate glass, 36×28 inches: consumes about 170 gallons of oil. Inspected 29th October and 239 gallons of oil delivered.

The window casings at this lighthouse leak. The lighthouse land should be fenced and a road made to the public road.

BLACK ROCK POINT.

Lat. $46^{\circ} 18' 30''$ N.; Long. $60^{\circ} 23' 30''$ W.

(DONALD MORRISON, *Keeper.*)

Fixed white light; four A lamps, with 12-inch reflectors; light is shown from a three-sided window with iron sash, 40×20 -inch glass: consumes about 140 gallons of oil. Inspected 30th October and 236 gallons of oil supplied.

The building requires painting and paint must be sent early next year. The keeper has been authorized to perform some necessary repairs to prevent leaks, and also to protect the road from being washed away, by means of a log crib-work and ballasted with rocks.

CAPE GEORGE.

Lat. 45° 44' 28" N. ; Long. 60° 48' 20" W.

(JOHN MURRAY, *Keeper.*)

Fixed white light; four large flat-wick lamps, with 18-inch reflectors; wooden lantern seven feet in diameter, ten sides; four dark; plate-glass 36 x 30 inches: consumes about 180 gallons oil.

This light, as well as the others in the Bras d'Or Lake, have not been inspected by the Superintendent.

The oil and stores were sent by the steamer "Neptune," in order to save time for the "Newfield" to supply the other more important coast lights, and arrive in Montreal in sufficient time before the closing of navigation. 384 gallons of oil were sent.

GRAND NARROWS.

Lat. 45° 58' 00" N. ; Long. 60° 48' 00" W.

(STEPHEN McNEILL, *Keeper.*)

Fixed white light; three flat-wick lamps, with 16-inch reflectors, and two A lamps, with 12-inch reflectors; wooden lantern, 6 feet diameter, protected with iron floor and zinc lining, eight sides, three dark; plate-glass 36 x 30 inches: consumes about gallons. Supplied with gallons about end of October, 1877.

KIDSTON'S ISLAND.

Lat. 46° 5' 58" N. ; Long. 60° 44' 20" W.

DONALD McRAE, *Keeper.*

Fixed red light; three flat-wick lamps, with 17-inch reflectors, and one A lamp, with 12-inch reflector; iron lantern 5½ feet diameter; six sides, two dark; plate-glass 36 x 30 inches: consumes about 316 gallons oil. 432 gallons supplied about end of October, 1877.

The tower leaks round the lantern. An oil store is required at this station.

MCKENZIE'S POINT.

Lat. 46° 7' 15" N. ; Long. 60° 39' 0" W.

(DONALD J. MCKAY, *Keeper.*)

Fixed white; five circular-burner lamps, one with 18-inch reflectors and four with 16-inch reflectors; wooden lantern protected with iron floor and zinc lining, 6 feet in diameter and eight sides, three sides dark; plate-glass, 36 x 30: consumes about 400 gallons of oil and about 381 gallons of oil delivered.

BIRD ISLAND.

Lat. 46° 23' 10" N. ; Long. 60° 22' 30" W.

(ANGUS ROSS, *Keeper.*)

Revolving red light, attaining its greatest brilliancy every minute; six A lamps with 12-inch reflectors; iron lantern 7 feet in diameter, with eight sides; glass 36 x 18 inches: consumes about 300 gallons of oil. Inspected on 31st October and 420 gallons delivered.

The sills of the lantern are nearly all rotted away and will require to be renewed next year. The keeper has received permission to remain on shore with his family during the winter, he undertaking to provide a competent person to fill his place, and he himself to be accountable for the official maintenance of the light and all Government property.

ST. ANNS.

Lat. $46^{\circ} 17' 30''$ N.; Long. $60^{\circ} 32' 15''$ W.

(ANGUS B. MORRISON, *Keeper.*)

Fixed white light; three B lamps, with 12-inch reflectors. Light is shewn from small square tower on top of ferry-house. Lantern has three sides: consumes about 120 gallons of oil. Inspected 30th October and 144 gallons of oil delivered.

INGONISH.

Lat. $46^{\circ} 41' 20''$ N.; Long. $60^{\circ} 20' 00''$ W.

(LAUCHLAN McDOUGALL, *Keeper.*)

Fixed white light; four large flat-wick lamps with 18-inch reflectors; one B lamp, with 16-inch reflector; iron lantern, $7\frac{1}{2}$ feet in diameter, with ten sides; plate-glass, 36×28 : consumes about 320 gallons of oil. Inspected 31st October and 384 gallons of oil supplied.

The wire stays attached to the building require to be set up, and the cistern in the cellar requires rebricking inside and a floor put in and cemented.

CAPE NORTH.

Lat. $47^{\circ} 2' 10''$ N.; Long. $60^{\circ} 23' 30''$ W.

(JOHN MCKINNON, *Keeper.*)

Revolving red and white, each attaining its greatest brilliancy every 45 seconds. Three large flat-wick lamps, with 21-inch reflectors, shew white light from one face of revolving frame, and three circular-burner lamps with 21-inch reflectors, show red light from other face: consumes about 350 gallons of oil. Inspected 31st October and about 574 gallons of oil delivered.

CHETICAMP.

Lat. $46^{\circ} 36' 30''$ N.; Long. $61^{\circ} 3' 10''$ W.

(EDWARD BRIARD, *Keeper.*)

Revolving white, attaining its greatest brilliancy every 45 seconds; four circular burner lamps, with 20-inch reflectors; iron lantern, 10 feet in diameter, with twelve sides; plate glass, 60×30 inches: consumes about 308 gallons of oil. The weather was too stormy to land the oil and supplies when the steamer passed, but they were left with Mr. Smith at Port Hood, to be forwarded by packet from that place.

MARGAREE.

Lat. $46^{\circ} 21' 30''$ W.; Long. $61^{\circ} 15' 30''$ W.

(JOHN McFARLANE, *Keeper.*)

Fixed white light; nine A lamps, with 12-inch reflectors; iron lantern, 7 feet in diameter, with eight sides; 16×18 inch glass. The stores were landed at this island with great difficulty; the Inspector could not land. Some repairs to the house and store, especially as regards shingling, will have to be done next year. 144 gallons of oil were supplied. Consumes about 127 gallons.

PORT HOOD.

Lat. $46^{\circ} 0' 0''$ N.; Long. $61^{\circ} 31' 40''$ W.

(THOMAS POWER, *Keeper.*)

Fixed white, south side, and fixed red, north side; white light is shown by means of two large flat-wick burners, with 18-inch reflectors, and one A lamp with 12-inch reflectors; red light by one large flat-wick burner, with 18-inch reflector, and

one A with 12-inch reflector; wooden lantern protected with metal sheathing; eight sides, one dark; glass, 16 × 18, and 16 × 10 inches.

The porch is in good condition, it needs reshingling. Consumption, 206 gallons, and 240 supplied. Inspected on 7th November.

ST. PAULS, N. E.

Lat. 47° 13' 50" N.; Long. 60° 8' 20" W.

(Under charge of Superintendent S. C. CAMPBELL.)

Fixed white light; dioptric light; glass prisms and silvered glass reflectors. The reflectors, both of this and the south-west light, amounting together to 572, had been resilvered, and some of them put in position. The whole have, this season, been carefully repaired and adjusted by Mr. Moseley, who went to the island for that purpose. The old lamps had become unserviceable, and new ones were sent; they were three Silber burners set in three tin reservoirs, forming a circle. The heat from it was found to be so intense that the small tubes became loosened, the solder being melted. These lamps had therefore to be put aside, and the old ones which had been carefully repaired by Mr. Moseley are now in use.

Powerful lamps, such as are generally used in dioptric lights of this character, should be provided for the two lights on St. Paul's Island, not later than next spring. The lantern for both lights are similar in dimensions, &c, being iron, 10½ feet in diameter; eight sides; plate glass, 24 × 20 inches. Inspected on 2nd November and 575 gallons of oil delivered.

The buildings have been put in thorough repair; new sills in lighthouse; new sashes, doors and floors in dwelling-house, and a new covered way from light to dwelling.

ST. PAUL'S, S.W.

Lat. 47° 11' 20" N.; Long. 60° 9' 40" W.

(Under charge of Superintendent S. C. CAMPBELL.)

Revolving white light, attaining its greatest brilliancy every minute; dioptric light similar in character and lamps to the north-east light. Inspected on 7th November and 476 gallons of oil delivered.

The buildings at this station, which were in a very bad state, have been repaired. New sills, new foundations, iron knees in corner of house, new porch, eight new doors, house shingled, seven outside sashes, and house newly plastered.

SABLE ISLAND, EAST END.

Lat. 43° 58' 30" ; Long. 59° 46' 0" W.

(WILLIAM MORRISON, *Keeper.*)

Fixed white light; dioptric of second order, with a Doty lamp; four concentric wicks. The light tower requires painting, otherwise it is in good order. Astral oil supplied from time to time, as the steamer visited the island.

SABLE ISLAND WEST END.

Lat. 43° 57' 0" N.; Long. 60° 8' 0" W.

(WILLIAM MORRISON, *Keeper.*)

Revolving white; revolves in three minutes, showing three flashes at intervals of half a minute, then a cessation of light during one and a half minute in each revolution. Fourteen large circular-burner lamps with 24 inch reflectors. Oil sent at different times by steamer. Premises in good order. Tower will require painting in spring.

 FOG-WHISTLES.

SAMBRO ISLAND.

(JOHN MOYES, *Engineer.*)

A blast of ten seconds duration in each minute, with an interval of fifty seconds, between each blast.

The steam fog-whistle at the station has been in continuous operation during thick and foggy weather. The dangers against which it is intended to warn vessels are far outlying, and, during many states of the atmosphere, unfavorable to the transmission of sounds, the signal cannot be heard as far as desirable. A trial has been made of a 12-inch whistle, but after a considerable time it was found not so good as the 10-inch formerly used, and was in consequence replaced.

On the 21st December, 1876, some careful experiments were made to ascertain the distance at which the sound could be heard in different bearings. The steamer "Glendon" was employed on this occasion, and I was accompanied by Mr. W. M. Smith, Steamboat Inspector, and Capt. Scott, R. N. The following is the result:

Steam pressure, 60lbs; very moderate sea. Against the wind, force from 3 to 4, sound was distinctly heard at 1.5 mile; sound lost entirely at 2.25 miles. Across the wind, going to westward, force of wind 3, sound heard distinctly at 2.5 miles; sound lost entirely at 3.25 miles; with the wind force 3, heard distinctly at 9 miles. Across the wind, going to the eastward, nearly calm, heard the sound very distinctly at 6 miles. On the night of the 21st, during a heavy snow storm with the wind north-east, against the sound, the whistle was very distinctly heard by myself and others in Halifax, a distance of at least 12 miles.

The large tank in the whistle-house has been leaking to that extent that only about two or three feet of water can be kept in it. It is impossible to tell exactly where the leak is, it is supposed to be caused by the firing of the heavy signal guns quite close by, after the tank was finished but before it was used. I am having a good coating of cement laid over the whole inside surface of the tank, which I hope will stop the leak.

The floor of the whistle-house has been settling for some time, the boiler and machinery are erected on a brick work, built on a brick floor with little or no foundation below, save the earth filled in. The boiler had sunk some few inches in the front or fire-box end, dragging the engine with it and straining the pipe joint. It was necessary to have the boiler brought to a level with jack screws, and I am now having a brick foundation built under it to the solid rock.

Mr. James Skinner, who was appointed Engineer, resigned his situation on 30th September, and Mr. John Moyes has been placed in temporary charge.

CAPE SABLE FOG-WHISTLE.

(ISAAC DEANE, *Engineer.*)

A blast of ten seconds with an interval of 50 seconds in each minute.

The boiler and engines at this station are in good repair. The fuel was landed from the steamship "Glendon" in June. The arrangements for landing and storing coal are very bad. There is no coal shed on the east side of the Cape where the landing has nearly always to be made. The coal has to be piled on the sand, which drifts through it, besides which, being left in such an exposed and lonely place, there is nothing to prevent evil-disposed persons from appropriating quantities of it to their own use. The Engineer lives about a half a mile away. A coal-shed should be erected at the landing early next season, before the annual supply of fuel is landed.

The engineer of the "Glendon" made a thorough overhaul of the machinery and did several small repairs, such as fitting crank and shaft brasses and link studs. He is of opinion that an additional water escape should be fitted to the boiler, as there is now but one, and if that gets damaged the whistle will be stopped.

SEAL ISLAND FOG-WHISTLE.

(CORNING CROWELL, *Engineer.*)

This station was inspected on the 23rd July. The boiler was found to be leaking in several places, and men and materials were immediately sent from Yarmouth to make the necessary repairs.

The work was done by Messrs. Burrell, Johnson & Co., and they reported that the boiler was worn very thin in many places; the tubes very thin and worn at the edges, screwed stays leaking, and sheets corroded around them very thin. They were of opinion that the boiler could not be depended on for a great length of time. The water is almost all swamp and surface water, the impurities of which are hard on a boiler. The supply is plentiful.

The coal shed does not contain half the supply, and a large portion remains out all winter, and is very much injured in consequence, especially as it is exposed to the dirty sand and salt spray. The shed should be enlarged and the coal taken from the beach and placed in it as soon as possible after landing.

A tramway to haul the coals from boats to a place of safety above the reach of the sea would be of great service, the lower part could be made moveable so as not to disturb the landing. The horse on the Island could be trained to work the cars and the coal could in this way be landed at much less expense than by the present system of carrying in hand-barrows.

The blacksmith's shop is old and dilapidated and should be rebuilt next season.

This fog-whistle sounds in each minute, as follows:—A blast of five seconds, then an interval of five seconds; then a blast of five seconds, and an interval of forty-five seconds to complete the minute.

YARMOUTH FOG-WHISTLE.

(J. H. DOANE, *Engineer.*)

A blast of ten seconds and an interval of fifty seconds to complete the minute.

Some repairs have been made to the engine and boiler by Messrs. Burrell, Johnson & Co., and they are now in good condition. The whistle building was much racked and injured by a storm last winter, and the supply of fresh water was rendered useless by the salt spray dashing over. It has been recommended to the Department that a large slanting roof be built from the top of the ledge behind the engine house 60 x 40 feet to catch rain and a large wooden reservoir to retain it for winter use. The engine-house is very much out of repair. Some work will have to be done this autumn and more extensive repairs made next year.

BRIER ISLAND FOG-WHISTLE.

(FRANK SUTHERN, *Engineer.*)

The whistle is sounded as follows:—A blast of four seconds, an interval of four, a blast of four seconds, an interval of four, a blast of four seconds, and an interval of forty seconds to complete the minute.

Repairs were made to the boiler and machinery by Messrs. Burrell, Johnson & Co., the engineer now reports it to be in good order. There is a supply tank inside the whistle-house 8 feet deep and 11 x 11 feet square, built of brick and cement.

In consequence of a leak it does not now hold more than four feet of water and will have to be recemented.

There is a large tank of brick and cement outside of the building from which water has to be pumped into the supply tank of 200 feet of rubber hose. This tank is 20 feet square and 10 feet deep. It was covered with 3-inch deals, resting on one beam 10-inch in diameter placed across the middle of the tank, supporting about twenty tons of clay to keep out the frost. The covering fell in about 1st June. The tank has been cleaned out and repaired and a new top provided, covered with brush and clay. The pump does not draw water from within three feet of the bottom, and

below that mark the water has to be bailed out, and thence pumped to the whistle-house. As the present pump only lifts from 23 to 24 feet it is difficult to obtain even salt water except at high tides. A surface drain has been made about 519 feet long to lead water from a pond or swamp to the large tank.

During the dry season from June to September, which is also the foggy season, the water supply often runs short, and much expense has to be incurred in hauling water. This could be obviated by building an additional reservoir to retain the water which escapes from the present tank, during the season.

There is a swamp about 300 yards in a north-easterly direction from the tank, which, by means of a dam and pipes, might be utilized for a supply of water.

The keeper has received directions to have the old boiler at the station taken over to Westport, when it can be taken on board the Government vessel next year.

DIGBY FOG-WHISTLE.

(W. B. ELLIS, *Engineer.*)

Sounds eight seconds in every minute, with an interval of 52 seconds between each blast.

Early in the present year the new building to replace the one burnt down at this station was completed, the new boiler was put in, the machinery and steam pump removed from the temporary shed to the new engine-house, everything completed, and the new alarm put in operation in the month of February, 1877. The boiler formerly in use was taken to St. John.

The premises are in good order. The reservoir requires completing, and a drain dug round it to prevent the spring rains from washing the earth from the outside of the walls.

CAPE D'OR FOG-WHISTLE.

(A. F. RAND, *Engineer.*)

Whistle sounds as follows: one blast of six seconds, then an interval of 24 seconds; then a second blast of six seconds, and an interval of 24 seconds to complete the minute. Mr. J. E. Short, the Engineer at this station, having resigned, Mr. A. T. Rand was appointed, and took charge on 5th Sept.

Since then some repairs have been done to the boiler and engine, and they are now reported to be in good order. The water supply at this station being very uncertain, and dependent upon the rain fall and the water collected in the spring of the year, it was decided to build a new reservoir. This reservoir is built of brick and cement, is circular, 22½ feet in diameter inside by 10 feet deep. A galvanized iron pipe is laid in the bottom of a trench, and covered with cement and earth, 550 feet from the side of the new tank, along the slope up the side of the hill and along the flat at the top of the hill to the swampy ground to lead the water to the reservoir. The contract was given to Mr. Daniel Fraser Archibald of Athol, for the sum of \$1,395.

The old tank has been recemented and put in good order, and in future it is hoped that a sufficient supply of water can be obtained in the spring to last during the foggy weather.

CRANBERRY ISLAND FOG-WHISTLE.

(JAMES P. HANLON, *Engineer.*)

Sounds eight seconds in each minute.

Some repairs were made to the boiler and machinery at this station, and they were inspected by the Engineer of the "Glendon," on 18th Sept., 1877, and reported in very good repair.

The buildings connected with the fog-whistle are out of repair. The dwelling for the Engineer is leaking badly in the roof, and requires shingling and lead flashing round the chimney. The clap-boards on the side of the building are all split, which

lets the water in, and in a short time will rot the boards and frame. They ought to be taken off, and the building shingled and painted. These repairs will cost about \$300.

The boiler and engine house is leaking badly. A portion of the roof is too flat, and cannot be made tight until it is raised and made a sharper roof, or covered with zinc, which will cost about \$150.

The steam dome wants the old cover taken off, and new packing, with lead flashing on the top, and to be scraped and painted, and new canvas cover, which will cost about \$40.

The blacksmith's shop is shed-roofed, and too flat to be made water tight with shingles. In order to make it tight it must be raised up, and longer rafters put in to give it more pitch. Probable cost, \$75.

A coal shed is very much needed, the coal having to lie out exposed to the weather. One could be built to suit the purpose for about \$300.

ST. PAULS FOG-WHISTLE.

(ROBERT MUIRHEAD, *Engineer.*)

Sounds five seconds in each minute. The frost of last winter was so severe that for some time the whistle could not be kept in operation. On 3rd July a flaw was found in the boiler, which it was feared would prove so serious as to stop the whistle. Some repairs were made by the Engineer, assisted by Mr. Moseley, and the whistle continued sounding. Meanwhile, an old boiler which was in St. John was repaired and sent to the Island on 2nd November, 1877, which, with some alteration of pipes, can be used should the old one give out. It is hoped, however, that the present one will hold out for the winter. The boiler now in use is too small for this station, and the one repaired and sent is about the same size, if not smaller, and will only serve a temporary purpose. A new and larger boiler should be made this winter for St. Pauls, and be put up in the spring.

The foundation wall on seaward side of the whistle-house is giving way, and requires to be rebuilt. A good coal shed has been built, and a derrick erected for raising coal. The water supply is reported good and sufficient.

HUMANE ESTABLISHMENTS.

SABLE ISLAND.

There have been no wrecks on Sable Island since my last report.

The following is a summary of the farming operations, &c., for the year 1876, as furnished by the Superintendent at the end of December.

The farming operations proved satisfactory although the amount of vegetables raised was somewhat less than the previous year, owing to immense quantities of grasshoppers, which proved very destructive to the young plants. A sufficient quantity of potatoes and other vegetables was produced to supply all the Island.

About 146 tons of hay was housed in good order, and the stock on the Island is all in good condition, now, although some of the sheep died last spring from the effects of eating some poisonous weed.

A bull, a ram, and a boar were received which were much required, and no doubt will improve the stock, as they were getting run out.

The amount of compost made on the Island this year is over 100 loads more than last year, and with this large amount of manure and the fields in which the cattle have been yarded, put under cultivation, there is every prospect of a good crop next season. The cranberries have also borne a good crop.

The buildings repaired and erected this season, are as follows:—The dwelling-house has been shingled and a small building put up at the Main Station to be used

exclusively for the rocket apparatus. A barn has also been erected, the frame of which was got on the Island, and planked with deals from the wreck of the "Norma." A new hay waggon was also made for this station, it being much required.

At the east end the old warehouse has been thoroughly repaired, it having been all stripped, newly planked and shingled, and it will now be a good serviceable building and will last for several years. A house has also been put up for shipwrecked seamen and a small outhouse. The house is fitted up with a stove, berths, bedding and clothing.

One of the barns at this station is very old and getting buried up with drift sand and will not be fit to keep stock in over this year. I would recommend having a barn erected next season, and as the frame plank to build it with can be procured on the Island the cost will be very small. The roof of the keeper's house requires to be shingled, and it would be advisable that two carpenters be sent to the Island the second trip in the spring.

The boats at the main station are all in good repair with the the exception of the life boat, which is very old, and a new one ought to be built and sent down.

The flats at the new and foot of lake stations are old and useless and two new ones are required. A new ox cart, and a pair of wheels and axle for a truck are also wanted.

The light houses on the Island are in good order, and give good satisfaction. The fog whistle has been repaired and is also in good condition.

Vegetables raised, &c.

	Bushels Potatoes.	Bushels Turnips.	Dozens Cabbages.	Bushels Beets.	Bushels Carrots.	Tons Hay.	Loads. Compost.
Main Station.....	500	31	50	5	.....	50	300
New Station.....	193	41	36	10	6	34	150
Foot of Lake Station.....	60	12½	6	.....	.....	15	10
East end Station.....	189	16½	17	4	1½	35	120
East end House.....	6	4	2	3	¾	7	.....
West end Station.....	.....	.....	.....	.....	.....	5	.....
Total.....	948	104	111	22	10½	146	580

Stock killed.

	Oxen.	Steers.	Cows.	Calves.	Sheep.	Pigs.
Main Station.....	1	...	1	...	8	8
New station.....	...	...	3	1	...	3
Foot of Lake.....	1	2	...	1	...	1
East end.....	...	1	1	...	...	1
Total.....	2	3	5	2	8	13

Stock on hand.

73 cattle, 44 sheep, 19 pigs; working horses, 23.

ST. PAUL'S.

Since my last report no wrecks have occurred on this Island.

A full account was given last year of the destruction caused to the buildings and property on St. Paul's by the tornado which swept over the Island on 17th August, 1876. Men and materials were sent to make what temporary repairs were possible before the winter, the bulk of the work being reserved for the present year. The following is a summary of the work done there during the months of September, October and November, 1876.

No time was lost in making the necessary repairs on the dwelling house at the Humane Station, which was found to be damaged to a greater extent than reported by the Superintendent, Mr. Campbell. This building was wrecked and twisted, having settled down on the north side, in consequence of the sills being rotten, that it had to be raised up five inches to get it level. Little has been done at this building for 40 years. It was in a very bad state of repair and could not have been inhabited much longer. In the great whirlwind that struck the house, part of the foundation was carried away, the porch was wrecked and destroyed, the roof broken through in several places, and the chimney and plastering entirely destroyed.

Two joists had separated from the plates, and the repairs that were required were nearly equivalent to putting up a new house.

In excavating a foundation for the new addition to back of house, the rock was found to be so hard, that after working three days at it, it was decided that it would cost less to build the addition on the east end, which was done.

By this arrangement the house is made very convenient, the kitchen being in the new part, with two bedrooms in the attic and a porch on the north side. In consequence of the defective state of the roof and the house being occupied by the Superintendent's family the old roof could not be removed until the new one was built. By this arrangement the size of the upper rooms was increased by 2 feet in height and they are now good comfortable rooms.

The chimney was in such a bad condition that it had to be taken down and two single flue chimneys were built at each end. The repairs have been done in a thorough and substantial manner and the outside of the house is equal to a new one, having been new shingled. New window frames and sashes were put in as the old ones were rotten and broken. All the work was finished on the outside, but a considerable quantity of inside work remained to be done. Only one coat of plaster was given in consequence of the weather being so bad during the month of November, there being 22 stormy days. When the house is all finished it will stand many years without repairs.

Under the new addition a brick tank was built that will hold 2,000 gallons water. A new barn and stable have been finished complete, with stone foundation, and on the back of the barn a large shed to hold the oil barrels.

Nothing could be done to the provision store foundation on account of the frost, but the building was repaired and the roof made tight. The roof of the fog whistle building was repaired around the chimney smoke pipe. After the hard usage the boats received in landing the materials, they were very much cut up on the bottoms; they are also repaired.

The south-west dwelling was in very bad repair and could only be patched for the winter, new spouts were put up, the kitchen floor relaid and the fire places closed with brick work, as they were in a dangerous condition, having nothing but wooden fireboards.

Three days were spent on the north-east dwelling, making every thing as comfortable as time would permit.

A new bridge was built and the other one was put up temporary for the winter.

On 22nd June 1877, men and materials were again sent to the Island, they returned to Halifax 8th November. They were in charge of Mr. Moseley, and the following is his report of what as been done. This includes work at light stations as well as Humane Establishment.

Left Halifax on 22nd June and arrived at St. Paul's on 26th in steamer *Newfield*, and my crew of men were employed helping discharge the materials until 28th. After steamer had sailed at once got all the lumber up in a safe place out of the reach of the sea, and thence commenced to boat what material was wanted, to the south-west station. After this was done the crew were divided, some staying at the Humane Station and the remainder at the south-west.

Dwelling House. Humane Establishment.

Last fall was not able to complete the building, only finishing the outside and rough plaster a few rooms, but it is now thoroughly in order, having had three coats of plaster and the wood work two coats of paint. Put up a back porch 8x10, built a foundation under it with cement, also put a foundation under front porch. Put a door into the cellar, there being no way getting anything into it except through a small window. Also two windows in roof to light the bedrooms.

The house requires seven outside sashes 9x12 glass, they would have been made on the Island, but had no lumber fit for the purpose; it also requires a coat of paint, but had not fit weather during October, being very dark and gloomy.

Provision Store.

Removed the provision store from old site down 90 feet to head of hoisting bridge, shingled the roof, repaired sills and shingles in body of building, put a window in the end and a floor in loft, and put up steps. Built foundation with cement, repaired doors and lower floor.

Winch platform.

As the place where the provision store stood was in the way of hauling the boats, shifted it down, built a platform and put down a heavy piece of timber for a backing for the winch rope. Placed the winch on the platform and bolted it down to stringers. It now hauls in line with the slip, and four men can haul what was hard for eight before.

Barn.

Finished the barn and made good the doors and battened the body of the building.

Boat house.

Repaired shingles in body of the house, also built the foundation under three corners up, as they were all broken.

No. 2 Surf Boat.

Put in new keel, new stem, stern post, new rising, new knees.

Forge.

This building is still unfinished. The sides are boarded in, battened, roof board and chimney half up.

Magazine.

This is a small building, put up 130 feet in rear of the signal gun. It is boarded in, door made, but is unfinished.

Derrick for Hoisting Coal.

This is 22 feet in length and has a swing of 15 feet over the cliff, so that the coal bags can be hoisted out of boats and keep clear of the rocks and when hoisted high enough, swing into the coal shed.

In clearing away the temporary derrick that was in use, found the rock so full of shakes and seams, was obliged to move the new derrick 7 feet inland and pick the rocks away until a better foundation was secured. The cliff sloped so much in the outer end, that no mason work was put in for the derrick in case the frost might stay it, but instead a wooden blocking was used, bolting it to the rock and ballasting it

well, and placed the derrick on this foundation and fastened down with 1-inch bolts. Under the outer end, where the derrick projected over the cliff, heavy shores from the rock were placed and braced and bolted, and it is now capable of lifting about a ton weight. Was obliged to clear away about 150 tons of loose shelly rock so that the foundation might be secure.

Coal Shed.

This building is 33x19 feet and 9 feet post, and 13 feet rafter boarded and battened, and lined up inside as high as plate.

There are ten iron knees in the building and upper and lower doors at seaward end, and a large door for a horse and cart to drive in at the rear end, and the coal can be put in either through the upper or lower door as may be required. The roof is shingled with pine shingles $4\frac{1}{2}$ inches to the weather.

A large amount of blasting was done before a level could be got for the building to stand on. As the derrick had to be moved inwards 7 feet, the shed had also to be moved the same distance. About 2,800 cubic feet of rock, besides turf and gravel had to be removed. The rock was very hard, being a red granite and weighing 165 lbs. to the cubic foot.

The underpinning was pointed with mortar, not having cement. The atmosphere is so penetrating that after a year it eats the strength out of lime mortar and then the mortar crumbles away.

On a place like St. Paul's all outside work should be done with Portland cement. There was no plank to lay the floor, and as the Island staff would haul 60 tons coals to the whistle house, boards were left to enable them to lay a floor to hold the remainder of the coal, say 35 tons.

The coal shed will contain over 130 tons coals allowing 42 cubic feet to the ton.

South West Station.

There was as much work done here as would be required to build a new house. The back and sills were rotted, the house had settled down on the south east end and back, and was bulged out in the front at the eaves. Jackscrews were put under the house and got it up as level as possible; put in new end sills, made a jog in them, putting part of them three feet above the old level, put in back sill the same height and built up brick work. Now the sills are all above ground and the water cannot get at them. The stringers under the first floor were spliced and pieces of deal spiked on to the joists and let them run into the wall and built them in with mason work solid to the floor. The plate at the south east end was broken, and it being too much work to take it out, an iron strap was placed over it and fastened with screw bolts.

Four iron knees were put in on each side to connect the roof with the sides of the building to keep it from spreading any more, shingled outside, roof patched, and two coats of paint put on. Previously the house was painted with red ochre, but there being no body in that, two coats of white lead mixed with boiled oil was given. Outside sashes were also fitted and glazed.

Built a porch 12 x 10 and 9 x 7 feet post, shed roof, sink in it, two doors and platform round it.

There was considerable work in blasting for the porch, as it is very close to the lighthouse, very small charges of powder were used and the holes well covered. Inside of the house is all finished, new floors, new door frames, window casings, mouldings, door casings, mouldings, bases, new doors, new lathed, two coats plaster and one coat paint. A top was put on the chimney to see if it would draw better, but the house is close under the cliff, that it always smokes with easterly winds. A brick tank for water was also built in the cellar, capacity 1,400 gallons.

The south east corner of foundation was taken down, as it was undermined, and built it up solid, pointed the rest of the foundation, put up new spouts all round the house, connecting with tank in the cellar.

Light Tower.

Repaired shingles at base of house, painted it, renailed the shingles and pointed the foundation with cement.

North-East Station.

Put up a new porch in front of house, with steps, laid new floor in kitchen and made a connection between dwelling and lighthouse.

Pointed the foundation of house, repaired spouts, fitted and glazed and put up outside sashes. The time was too short to put in new window frames, sashes or repair the tank.

Light Tower.

Put a new sill under it, but is not finished. There requires two knees to be put in from the corner posts to the sill, as one of the knees is all rotted away and the other is all gone at the foot, but the lighthouse is safe without them. It is all shingled outside, where it had been opened.

DOMINION STEAMERS.

The steamers "Newfield," and "Glendon" are under the charge of this Agency and have been busily employed during the season, as will appear by the following summary of their movements:

On 8th November 1877, the "Newfield" was detailed for services connected with the Paris Exhibition, and the "Lady Head" was sent here for the winter. She arrived here on the 8th instant.

Movements of the steamer "Newfield," Capt. J. N. Purdy, from 20th November, 1876, to 6th November, 1877.

On 20th November, in Pictou, taking on board supplies for St. Paul's Island, and at 6.30 on 21st got under weigh, anchoring in Port Hawkesbury at 4 p.m. At 9 a.m. on the following morning got under weigh and at 11 a.m. passed "Grimes Shoal," but the sea breaking heavily around it rendered it impossible to approach, and at 2 p.m. anchored in Arichat Harbor.

On 23rd, 24th, and 25th, remained in Arichat, waiting a favorable opportunity of getting to the "Grimes" Buoy. On the 26th, the sea still continuing heavy, received orders, and at 7 a.m. got under weigh and anchored in Louisburg at 4 p.m. At 6 a.m. on 27th, got under weigh and anchored at North Sydney and commenced taking on board supplies for St. Paul's and Ingonish Lights. On 28th, received on board a further quantity of supplies, and on 29th took on board Mr. Campbell, Superintendent of St. Paul's and his family, and Mr. McDougall, Light Keeper at Ingonish, and the remainder of their stores. At 11 a.m. got under weigh and at 3 p.m. anchored off Ingonish Island in 9 fathoms, and landed Mr. McDougall and his stores.

On 30th at 2 a.m. proceeded, and at 9 a.m. anchored in Atlantic Cove, St. Paul's Island and landed Mr. Campbell, family and stores, received on board 7 carpenters and 2 women. At noon under weigh and anchored in North Sydney at 7 p.m.

On 1st December a heavy gale prevailed from E. S. E. On 2nd the weather having moderated, landed the passengers to be forwarded to Halifax per steamer "George Shattuck." On 3rd, at 7 a.m. got under weigh, and anchored at Whitehaven at 11 p.m., remaining there until 5 p.m. on 5th awaiting a favorable chance to proceed to Sable Island. At 8 a.m.; on 6th, anchored off the Main station and commenced taking on board cranberries and some wrecked material. At 3 p.m. the wind and sea increasing rendering it impossible to take on board any more cargo—got under weigh and at 2 p.m. of 7th, anchored at Halifax and landed freight and passengers.

Remained in Halifax 8th and 9th, preparing ship to replace the buoy on the Sisters which had broken adrift, receiving on board a quantity of coal in bags, which had previously been placed in the steamer "Glendon," to be conveyed to Sambro.

On 10th a.m. proceeded as far as Chebucto Head, but finding a heavy sea breaking on the shore, returned to Halifax and berthed ship and commenced discharging coal into the "Glendon."

Remained in Halifax discharging coal until 18th when the weather being favorable proceeded to Sambro, and having landed 20 tons coals returned. On 21st, proceeded to Sambro, Mr. William M. Smith being on board. At 10 a.m. anchored and Mr. Smith landed and inspected the Fog Whistle. At 4 p.m. having landed 27 tons coals, returned to Halifax. On 22nd landed 38 tons coal at Sambro and on 26th twenty tons. On 27th commenced taking on board supplies for Sable Island. On 28th Lieut. D. M. Browne, R. N., took command of the vessel, Capt. Purdy proceeding on sick leave.

From 28th to 30th remained in Halifax and took on board Bell Buoy for N. M. Ledge, Bay of Fundy. At 6.30 a.m. on 31st got under weigh, and anchored in McNabs Cove a heavy gale blowing from the westward.

On 1st January 1877 at 2.15 a.m. proceeded to sea and anchored at Sand Point, Shelburne Harbor, at 3.45 a.m. of 3rd strong breezes prevailing from westward. On 8th more moderate and at — p.m. went to sea and at 3 p.m. on 9th anchored at Westport.

At 3 p.m. on 10th got under weigh and proceeded to the North West ledge and placed the Bell Buoy in position 400 yards from the ledge and returned to Westport and anchored, remaining until 13th when we proceeded to Yarmouth Sound, anchoring at 5 p.m. 14th proceeded inside the Beacon Light, and at 8 o'clock on 16th went up the Harbor, and moored ship at the central wharf and took a Bell Buoy on board.

On 17th, got under weigh for Halifax, arriving 11 a.m. of 18th, moored ship and discharged Bell Buoy. Remained at the wharf taking in coal supplies, for Sable Island until 7.30 a.m. of 21st, when weighed and proceeded to Beaver Harbor and landed the light keeper and some oil. Following day landed balance of oil at the lighthouse and anchored off the Government wharf at Whitehaven at 4 p.m.

5 p.m., 23rd, left for Sable Island and anchored at 9 a.m., off the main station. 24th, landed supplies and took on board cranberries and wrecked material and left at 1.30 p.m., and anchored at Whitehaven 2 a.m. of 25th. The weather being unfavorable remained in port until 6 a.m. of 29th. Found the buoy in the Grimes shoal, not in position, took it on board and found the anchor gone. The ice being very thick and dangerous, slowed engines. At 4.30 p.m., observed a vessel on her beam ends, and bore down to her. She proved to be the *Priscilla May* of Pugwash, with no one on board, took her in tow and bore up for Whitehaven, the ice still very thick. At 6 p.m. on 30th, anchored off the Government wharf. 8 a.m. on 31st hauled alongside the wharf and commenced to clear away spars and rigging from the wreck. Remained in Whitehaven removing spars and materials until 3rd February when finding it impossible to clear her of water, moored her to southward of the wharf and left her in charge of the 2d officer. Noon got under weigh arriving in Halifax 4th and landed the cargo from Sable Island and Grimes Shoal Bell Buoy. Remained at Halifax until 15th, the crew being employed on board the S.S. *Glendon* laying Automatic Buoy.

On 16th February was towed to the Marine slip at Dartmouth remained; in the slip scraping and painting the bottom and repairing rudder until 27th, when vessel was taken off the slip and moored in her berth at the wharf. Remained in Halifax repairing windlass, hawspipes, &c., and making other necessary repairs and alterations till 2nd April, and at 8 a.m., unmoored and proceeded to Sambro and landed coal, returning at 6 p.m. Remained in Halifax coaling and taking in stores for Sable Island until 14th, when towed the Bell Buoy down to the Sisters Rocks and placed it in position. Continued in Halifax taking in additional stores for Sable and Cranberry Islands, and Bell Buoy for Grimes Shoal till 5 p.m. on 17th, when proceeded towards Whitehaven arriving at 8 a.m. on 18th, and made fast to the wreck of the "*Priscilla May*," and proceeded to pump her out and discharge cargo of potatoes.

On 22nd at 6 p.m. got under weigh for Sable Island, anchoring off the Main Station 6 a.m. the following day, and landed the stores and embarked four men, and then proceeded for Whitehaven, arriving at 6 p.m.

At 11 a.m. of 25th got under weigh, but owing to a thick fog prevailing outside returned and anchored. At noon in following day sailed and proceeded towards the eastward and on arriving near the Grimes Shoal found the swell too heavy to place the Buoy in position, bore up for Cape Canso and anchored at 4 p.m.

On 28th got under weigh and proceeded to Grimes Shoal and placed the Buoy in position, from thence to Cranberry Island and landed stones and coal for that station, and returned to Cape Canso at 7 p.m. On 30th proceeded again to Cranberry Island and commenced landing coal and oil; 50 tons of the former and 6 casks of oil returned to Canso. On 4th proceeded to Pictou and anchored at 4 p.m. off the Acadia wharf. 5th, commenced coaling and completed cargo on 8th of 541 tons. On 9th proceeded to sea and anchored at 5 p.m. in Port Hawkesbury. It blowing hard remained till 11th at 9 a.m., and at 4 p.m. arrived at Whitehaven. At 6 p.m. of 12th got under weigh and anchored off Main Station of Sable Island at 5 a.m. the next morning. Sent on shore and procured the surf boats and proceeded to the west end and commenced landing coal. At 7 p.m. having landed 55 tons, got underweigh. At 6 a.m. on 14th, arrived at Cranberry Island and after taking on board a boiler-maker proceeded to Whitehaven for the "Priscilla May." On 15th proceeded to sea with the "Priscilla May" in tow and arriving in Halifax the same evening. Moored at wharf on 16th and commenced discharging coal. On 18th Capt. Purdy resumed command of the ship.

From 18th to 23rd May discharging coal and taking on board stores and caulkers and other workmen were employed making necessary repairs to the ship. On 24th got underweigh and proceeded to sea and anchored at 7.30 p.m. in Isaac's Harbor, and landed the stores for the lighthouse. Sailed again the following morning, and on passing the Grimes Shoal took its cross bearings. Found the Bell Buoy bearing E. S. E. $\frac{1}{4}$ from centre of the Shoal. Noon, passed through the Straits of Canso and at 7.30 a.m. anchored in Pictou Harbor and received orders to the Drummond Mine wharf for a cargo coal. On 26th went under the coal dump. In conjunction with the Chief Engineer on 29th visited the Drummond Mine and examined the weighing and screening apparatus. At noon, having completed taking in 510 tons coal, proceeded down the river to Pictou. On 30th proceeded toward Cape Ray, passing considerable ice on the passage and anchored at noon, on 31st, as close in as practicable to the Cape and commenced landing coal, being assisted by 16 men from the shore, and finished landing 100 tons on the following day. At 7 p.m. proceeded towards "Etang du Nord," Magdalen Islands, arriving on 1st June. Found a heavy swell prevailing but were compelled to desist from landing coal, and kept steam up all night to be in readiness to go to sea. On Sunday, 3rd June, the weather became more moderate and the sea abated, so that on 4th commenced landing again, being assisted by two boats from the shore, 4 teams and 13 men. At 4 p.m. heavy thunder and lightning and increasing wind and sea, the shore boats deserted but ship's boats continued landing until 6, ninety tons being then on shore. At 8 the weather being very unsettled got under weigh. At 9 p.m. dense fog, slowed engines to half speed. It remained thick until noon the next day, and at 4 p.m. anchored at Point Escuminac, found the water shoal in vicinity of the light, the ship had to lie at least $2\frac{1}{2}$ miles off shore. On 6th finished landing coal for this station and got under weigh for Cape Gaspé, arriving there forenoon of 7th and commenced landing coal. On 8th landing coal until 3 p.m., when a heavy swell from south-east having set in were obliged to desist, it being impossible for a boat to land.

The landing place at this station is one of the most critical places to land stores at in the Dominion, the anchorage being open and exposed, with strong tides, and the present mode of raising the coal to the cliff by hand with a winch is very slow. With a very little expense the landing apparatus could be fitted to the steam power at the whistle house, the gear at present in use can be made to answer the purpose. Remained here until 3 p.m. on 9th when the sea continuing to break heavily on the

rocks so as to frustrate all attempts to land, got under weigh—having landed 58 tons—and anchored in Gaspé Basin at 5 p.m.

Found in approaching Gaspé Basin that an additional buoy had been laid down on north side of the channel. This buoy is painted yellow and is intended for a ballast buoy, and when the sun is shining on it, it is very difficult to distinguish its color and I recommend that a small staff and vane should be placed upon it.

On 11th hauled alongside to the wharf and commenced to discharge. 12th, "Lady Head" arrived and moored alongside, put 77 tons coals on board and a quantity on the wharf. On 15th the weather proving favorable for landing, got under weigh and proceeded for Cape Gaspé to land the remainder of the claim. At 6.30 anchored and commenced discharging, found it very difficult to procure men as the fish had commenced to strike in. At 7.30 having landed 32 tons, darkness coming on deemed it prudent to get under weigh, this being an unsafe place to lie at anchor. At 10 p.m. passed a number of fishing boats at anchor and slowed vessel down to half speed and placed double lookouts on the fore-castle. At 11.50 the lookout cried "hard a star board" which was done immediately and the engine stopped and reversed. Struck a fishing boat, at anchor without lights, capsizing her. Hove overboard life buoys, and lines and lowered a boat at once and pulled to the wrecked boat to ascertain if any lives were to be saved. After diligent search finding no one, the life buoys were picked up and the boats returned. Lay by until day light, and then sent a boat and found the wreck. On examining her found the bodies of two men floating in the cuddy. Took the bodies and every thing available from the wreck, which was so badly damaged as to be worthless. After necessary preparations bore up for Cape Cove and anchored there on 16th. Went on shore for the purpose of notifying the authorities of the catastrophe and of having if possible the bodies identified. The coroner being absent a magistrate came on board and took the depositions of Captain, 2nd officer and the star board watch, who had charge of the deck when the accident occurred. The bodies were identified as those of men belonging to the place, and put them and wrecked material in charge of the magistrate to be handed over to their relatives and communicated particulars of the disaster to the department.

Remained at Cape Despair until 17th and proceeded on voyage, arriving at Pictou on 18th.

On 19th proceeded up to the Middle River to the Drummond Coal wharf and took on board 519 tons of coal. 20th, went down river to Pictou and commenced taking on board supplies for St. Paul's and Sable Islands until 25th, and then sailed having on board 3 men for staff of Sable Island, and 11 carpenters for St. Paul's. Anchored at Atlantic Cove on 26th and commenced discharging. Remained until 28th, when having landed all the supplies and 100 tons coals for the Fog whistle, left for Sable Island—the engineer of the whistle, wife and family being on board as passengers.

On 29th anchored in Port Hawkesbury and landed the passengers. The weather being thick, remained until 1st July, and then left, arriving off the main Station, Sable Island, 8 a.m. of the 2nd. Discharged the stores and proceeded to the west end and landed 15 tons coal for the Fog whistle and then left for Halifax, arriving on 3rd and moored at the wharf.

Remained in Halifax taking on board coal and workmen, making necessary repairs till 10th July, then proceeded up to Richmond and took on board 318, casks oil for Light House Service, returned to the wharf, remained taking on board supplies for the Western Lights and getting new catheads until 14th and then sailed, Mr. Roche, the Superintendent of lights, being on board, and anchored the same day inside the breakwater in Liverpool Bay.

At 5 a.m. on 15th sailed again, and in afternoon anchored at Shag Harbor, near Bon Portage Island for the purpose of procuring men to assist in landing coal at Seal Island, and with some difficulty procured 8, but a dense fog having shut in with a heavy swell from the southward precluding any landing at Seal Island, was obliged to remain until 22nd, when the men were discharged and sent on shore, there being no immediate prospect of the fog clearing away.

On 23rd at noon the fog having lifted left for Seal Island and commenced landing the coal with the ship's company. On 26th having landed all the supplies, including 150 tons coals, left for Cape Forchu Light and began landing coal and completed on 28th, having landed 125 tons and also the supplies for Yarmouth, and the Yarmouth Harbor Lights, but the fog having set in remained until 30th and then sailed for the breakwater at Cape St. Mary, and having landed the supplies, proceeded to Westport arriving at noon. Remained discharging coal for the fog whistle, and landing the supplies for Brier Island and Westport Lights till 2nd August, when 150 tons being landed, proceeded up the Bay of Fundy, supplying on the way Bear's Head, Port Williams and Margaretsville Lights.

On and 3rd proceeded to the Isle au Haut and with Mr. Roche, the Superintendent of Lights, landed for the purpose of locating a site for the Lighthouse to be erected there.

From Isle au Haut proceeded to Advocate Bay to procure the necessary teams for landing coal at Cape d'Or. On the following morning the fog having cleared off left for Horse Shoe Cove and after making the necessary preparations commenced discharging, finished landing 150 tons coal on 8th. On 9th supplied Black Rock, Walton and Burnt Coat Lights, and Horton Bluff Light on the 10th. The fog having cleared away on 11th supplied Parrsboro light, and in the evening anchored inside of Spence's Island the fog being very thick.

On the 13th at 10 a.m. got under weigh, and according to instructions proceeded again to the Isle au Haut. Mr. Roche and the Capt. landed and after a careful examination concluded to place the Lighthouse on the site originally selected last season. Left the Island in the afternoon, but the fog shutting in thick was obliged to anchor near Cape Chignecto. At daylight next morning got under weigh and supplied Apple River Light, then proceeded across the Bay to Cape Enragé and anchored in the cove to the westward of the Cape and commenced discharging coal, completing the same at 9 a.m. on the 15th having landed 50 tons. Then proceeded to Grindstone Island, arriving at 3 p.m. the fog being very dense. Being unable to approach near to the Island on account of the strong tides and shallow water, engaged schooner "Flora McLeod" to come alongside and convey the coal as near in as possible. At 1.30 the coal being on board, the schooner cast off and proceeded as close in as practicable and commenced landing the coal from her with the ship's boats and crew.

Mr. Roche, the Inspector, landed at Hopewell en route for Halifax. At 6 p.m. on 17 completed the work having landed 50 tons.

On the following morning landed the machinery for the fog whistle and the oil for the lighthouse, then sailed and at noon anchored in the mouth of Memramcook River and commenced taking in coal from lighters finishing on 24th, having received 632 tons. Got under weigh having the keeper of Machias Seal Island wife and family on board as passengers, and proceeded down the Bay. At 6 p.m. lay to off Quaco and supplied the lighthouse there, and in morning of 25th anchored off Machias Seal Island and landed the passengers and their furniture, also 40 tons coal. At 8 p.m. took on board two passengers, a quantity of furniture and a cow and sailed for St. John, N. B., arriving at 11 a.m. on 26th.

Commenced landing coal for the Partridge Island fog whistle, completing the same on 27th, having landed 120 tons and the oil for the lighthouses, then took up a berth at Anchor Line wharf to receive on board the supplies for the Bay of Fundy, lights and lanterns &c., for Machias Seal Island and Isle au Haut.

Remained in St. John until 30th August, then sailed and anchored in Thompson's Cove near Point Lépreau at 7 p.m. On 31st, landed the supplies for the light and also 79 tons coal. Morning of September 1st, sailed for Beaver Harbour and landed supplies, and also landed during the day the supplies for Bliss Island and Pea Point Lights. On 3rd, at Machias Seal Island and landing supplies and coals for the fog whistle. 4 p.m. wind increasing rendered it impossible to land. Remained till the following morning and finding the sea very heavy sailed for the north end of Grand Manan and commenced landing coal for the fog whistle, employing 17 Indians to assist as the coal at this station has to be carried by hand up a steep cliff 150 feet.

The sea becoming too rough had to leave and went to Flagg's Cove for shelter. On 5th returned to north Head, and finished landing 100 tons coal on 6th, and then went to Swallow Tail Light landed the supplies and evening returned to Flaggs Cove for shelter. On 7th went to Southern Wolf and Head Harbor Lights and landed supplies, and then anchored off St. Andrews Beacon Light. On following day landed the supplies for Spruce Point, Marks Point, St. Andrews and Passamaquoddy Lights and Midjic Bluff, and in the evening anchored in Harbor Duluth. On 10th went to Machias Seal Island and finished landing on 12th 225 tons coals, and went to Seal Cove Grand Maman. 13th, went to Gannet Rock, landed the supplies for the light, and 15 tons coals, and sailed for St. John, anchoring off Partridge Island. 14th, proceeded up and anchored off Reed's Point. 15th, went alongside the wharf, took on board 80 tons coals, a fog whistle for Head Harbor and lighthouse supplies. Remained in harbor until 18th, a dense fog prevailing. On 19th sailed for Head Harbor having Mr. Clark, contractor, and 5 mechanics on board; returned to St. John in the evening having also landed some packages at Point Lépreau. On 20th, at Isle au Haut, landed lantern and supplies, and at 8 p.m., anchored in Digby Basin. On 21st commenced landing coal and supplies for Point Prim Lighthouse and fog whistle, at 5 p.m., the wind having hauled to north east, and with every appearance of a gale, proceeded to Digby. Remained until morning of 24th and then returned to Fisherman's Beach and landed the balance of coal (in all 150 tons) for the fog whistle. At daylight, 27th, under weigh, passed the Bell Buoys on North-West and Trinity Ledges, and found them in their proper positions, and came to anchor in Yarmouth Sound for the night. Morning of 28th sailed, and at 2.30 p.m., passed Bell Buoy off Brazil Rock and found it in position $\frac{1}{4}$ mile S. S. E. of the shoal. 3 p. m. anchored in Pubnico Road. 29th at Meteghan and landed supplies for the lighthouse, also for Church Point and Sissiboo lighthouses, and at 6 p.m. got under weigh for Halifax, arriving the following day.

Remained at wharf until 4th, and then went in the slip for painting bottom, &c., and some trifling repairs. Hauled off slip on 10th and commenced taking in coal stones for Sable and St. Paul's Island and Cape Breton Lighthouses.

Sailed from Halifax on 16th and arrive at Whitehaven. A heavy north west gale prevailing rendering it impossible to land at Sable Island, remained at anchor until 21st, and the weather moderating sailed, and anchored off the Main Station at 3 p.m., and commenced landing the supplies for the Humane Establishment and light-houses. Remained until 3 a.m. of 22nd, wind increasing to a gale and run for White Head and anchored at 1 p.m. Had to remain in account of bad weather until 24th, and then went to Guyon Island, landed supplies; and thence to Louisburg. 25th, at Main-à-Dieu, Scatterie, landed supplies, and anchored at midnight in North Sydney Harbor. 26th. Landed the supplies at Low Point and Sydney Bar Lights. On 27th, landed supplies at Lingan, and attempted to at Flint Island, but owing the heavy sea could not effect a landing, and proceeded to Cow Bay and landed the supplies there, and then returned to North Sydney. 29th, landed the supplies for the lights up the Bras d'Or Lakes to be forwarded by steamer "Neptune," took on board hay and other supplies for St. Paul, and supplied the light at Point Aconi. Landed the supplies at Black Rock Point on 30th, also at St. Ann's Lights. 31st, landed supplies at Bird Island, Ingonish and Cape North light-house and anchored in Aspey Bay for the night and returned to North Sydney for shelter on 1st Nov., a strong gale blowing from eastward.

On 2nd sailed for St. Paul's and anchored in Atlantic Cove, and commenced landing supplies. 6.30 p.m., wind increasing from S. S.W. driving a heavy sea into the cove, were obliged to get under weigh, and went to Aspey Bay and anchored. Had to remain in Aspey Bay until 5th. The weather then moderating, started for St. Paul's, and again anchored in Atlantic Cove and landed balance of supplies and the boiler for the fog whistle. Also took on board the materials of the wrecked Government Sch. "La Canadienne" and some damaged provisions from the Humane Establishment and 10

carpenters for Pictou. On 6th sailed, passed Cheticamp, but unable to land, and then anchored at Port Hood, and landed supplies for that light and also for Cheticamp, and sailed for Pictou, anchored outside the Bar and proceeded to the wharf on the following day, 8th Nov.

AN ACCOUNT OF THE PROCEEDINGS OF THE GOVERNMENT STEAMER
 "GLENDON" FOR THE YEAR 1877.—LIEUT. D. M. BROWNE R.N.,
 COMMANDER.

January 15th.—Proceeded to Sambro with the agent and Captain Scott on board on duty connected with the Steam Fog Whistle.

January 19th.—Tock Mr. W. M. Smith to Sambro. Mr. Morris, engineer of the ship was left on the Island to make some necessary repairs.

January 23rd.—Went to Sambro on duty connected with the Fog Whistle.

February 5th.—Two of the harbour buoys having dragged with the ice placed them in position. Afterwards steamed about the harbour to cut up the ice.

February 13th.—Took the automatic buoy on board and prepared moorings. Too much sea on to place it.

February 14th.—Blowing fresh.

February 15th.—Placed the automatic buoy in position, afterwards visited Sambro.

February 16th.—The Vessel was taken up the harbour in order to undergo repairs to the boiler and engines, and also to have alterations made to fit her for the Buoy service. She was also fitted with a powerful steam winch

The vessel having undergone alterations and repairs was afterwards placed on the marine slip at Dartmouth where she was cleaned and copper painted.

May 25th.—Placed the Commissioners Point Buoy.

May 28th.—Changed the Thrumcap Buoy and placed the can buoy on Ives Knoll.

May 29th.—Proceeded to Sambro Island and landed coal for the Fog Whistle.

May 30th.—Lying at the wharf provisioning ship taking in stores, bending sails and as requisite.

May 31st.—Proceeded to Sambro Island and landed coal anchoring in Sambro Harbor for the night.

June 1st and 2nd.—Coaling the Island.

June 4th.—Employed taking on board coal for the Island.

June 5th and 6th.—Coaling Sambro. Total quantity landed about 200 tons.

June 7th.—Detained at the wharf blowing strong from the southward.

June 8th.—Crew overhauling moorings for Harbor Buoys.

June 9th.—Blowing gale from southward.

June 11th.—Changed the moorings and buoy off the Bell Rock.

June 12 and 13th.—The weather stormy.

June 14th.—Took coal on board for Cape Sable Fog Whistle.

June 15th.—Visited Sambro and Devil Island lighthouses with the Agent and General Superintendent of Lighthouses on board.

June 16th.—Changed the Litchfield Buoy.

June 18th.—Took stores on board for Cape Sable.

June 19th.—Preparing Bell Buoy for the Trinity Ledge.

June 20th.—Left Halifax for the Westward, anchored inside the Breakwater Liverpool in the evening.

June 21st.—At daylight proceeded to the westward for Cape Sable, arriving there at 3 p.m. At sunset went into Barrington Harbour for the night, weather looking threatening.

June 22nd.—Blowing from S. W. and raining heavily. Towards evening wind veered to N. W. and cleared. Hired labourers to assist in landing coal.

June 23rd.—At daylight proceeded to Cape Sable and commenced to land the coal.

June 25th and 26th.—Landing coal at the Cape. The Engineer overhauling Fog Whistle machinery.

June 27th.—Proceeded through Barrington Pass and to the westward, arriving at Yarmouth in the afternoon.

June 28th.—Proceeded to the Trinity Ledge and changed the buoy. Found moorings to be in good order. Returned to Yarmouth with the old buoy in tow in the evening.

June 29th.—Left Yarmouth for Halifax.

June 30th.—Arrived at Halifax at 3 P. M.

July 5th.—Placed spar buoys off the Pollock and Whippley Shoals.

July 12th.—Went to Sambro with new lantern.

July 14th.—Placed a spar buoy off the S. W. Breaker.

July 17th.—Left the wharf and proceeded to Chebucto Head and landed Light-house supplies. The fog being very thick outside the head put back and anchored inside Maugher Beach.

July 18th.—Dense fog all day.

July 19th.—Went down as far as Chebucto, found fog too thick to proceed. Put back and placed Litchfield Buoy in position, it having dragged; anchored inside Maugher Beach.

July 20th.—Thick fog and drizzling rain.

July 21st.—Weather continuing thick with rain; proceeded into harbour.

July 22nd.—Fog and rain.

July 23rd.—The weather clearing proceeded to Sambro and made enquiry, by direction of the Agent, as to the pressure of steam the fog whistle was worked with on the morning of the 21st inst.

July 24th.—Supplied during the day with lighthouse stores, Betty's Island, Peggys Point, Chester, Ironbound, and Hobson's Nose remaining off the last named place for the night.

July 25th.—Supplied Cross, Island, Battery Point, Lunenburg, and Mosher's Island, anchoring inside Mosher's Island, for the night.

July 26th.—Supplied Coffins Island, and Fort Point Liverpool, remaining inside the breakwater.

July 27th.—Supplied Port Mouton, Little Hope, Port Ebert, Gull Rock and Lockeport, remaining at Lockeport for the night.

July 28th.—A thick fog till noon. Placed spar buoy off the Bull Rock and supplied Sand Point, Shelburne, anchoring off the town afterwards.

July 29th.—Dense fog.

July 30th.—Supplied Shelburne light. A dense fog shutting down anchored inside McNutt Island.

July 31st.—Supplied Cape Negro and Barrington Point—also the Barrington Light Vessel, anchoring inside the Pass for the night.

August 1st.—Proceeded through Barrington Pass and supplied during the day the lights at Stoddart Cove, Bon Portage, Fish Islands, Argyle and Pubnico; remaining at Pubnico for the night.

August 2nd.—Placed a spar buoy off the Blonde Rock and afterwards landed stores at Cap Sable. Anchored inside the light vessel at Barrington.

August 3rd.—Stormy with rain.

August 4th.—Employed overhauling lightship's moorings. Found that both anchors had come home and that the moorings were foul.

August 6th.—Laid out the lightship's anchor and afterwards changed the Brazil Rock Buoy. Examined the moorings and renewed about 15 fathoms of chain. Anchored in Shelburne Harbour for the night.

Aug. 7th.—Went up to the town for moorings of the Jig Rock Buoy and afterwards placed the buoy in position. Being foggy anchored inside for the night.

Aug. 8th.—Left for Halifax at daylight and arrived there at 11 p. m.

Aug. 9th.—Landed the Bell Buoy, empty oil casks and returned lighthouse stores, and took on board material for Beaver Island.

- Aug. 10th.—Stormy.
- Aug. 11th.—Proceeded to Beaver Island with workmen and material to repair the lantern after the fire.
At 6 p. m., left again for Halifax.
- Aug. 12th.—At 8 a.m. arrived at Halifax.
- Aug. 15th.—Changed the Point Pleasant Buoy, it having been run into and damaged.
- Aug. 18th.—Engineer went to Maugher Beach to repair clock work of bell machinery.
- Aug. 21st.—Proceeded to Sambro with the Agent and Mr. W. M. Smith on duty connected with the fog whistle.
- Aug. 22nd.—Taking on board stores for the Eastern Lights.
- Aug. 23rd.—Left Halifax at daylight. Supplied Maugher's Beach and Devil Island with lighthouse stores. Being a heavy sea on put into Jeddore Harbour.
- Aug. 24th.—Landed stores at Egg Island and Pope's Harbour. The Superintendent of Lights made an inspection of the new light at the latter place. Remained in harbour for the night.
- Aug. 25th.—Supplied Beaver Island and Liscomb, remaining at the latter place.
- Aug. 27th.—Landed stores at Country Harbour and Isaac's Harbour lights.
- Aug. 28th.—Supplied Tor Bay and Whitehead lights.
- Aug. 29th.—Fog and rain, remained in Whitehaven.
- Aug. 30th.—Still thick, remained in port.
- Aug. 31st.—Supplied Cranberry Island and Cutters' Island Lights, and afterwards proceeded to the westward for Halifax.
- Sept. 1st.—At 4 p. m., arrived at the wharf, Halifax.
- Sept. 3rd.—Landed empty casks and returned stores.
- Sept. 7th.—Placed vessel on the Marine slip to be cleaned and copper painted.
- Sept. 10th.—Took vessel off the slip and coaled. Afterwards went to the Depot for oil.
- Sept. 11th.—Took on board oil at the Depôt, and afterwards proceeded to Government wharf for other lighthouse stores.
- Sept. 12th.—Overhauled moorings of automatic buoy.
- Sept. 13th.—At 1 p. m., left the wharf and proceeded to the east, the Superintendent of Lights being on board. Communicated with Egg Island and put into Owl's Head for the night.
- Sept. 14th.—Communicated with the Lighthouses at Pope's Harbour and Beaver Island. Anchored in Beaver Harbour.
- Sept. 15th.—Landed stores at Country Harbour and Whitehead, remaining at the latter place.
- Sept. 16th.—Proceeded from Whitehead to Canso Harbour.
- Sept. 17th.—Landed stores at Cranberry and Cutler's Islands. Placed a cage on the Bell Buoy off the Grimes and afterwards proceeded to Ouetique Light, and supplied it with oil and stores.
- Sept. 18th.—Supplied the lights at Cape LaRonde, Green Island, Petitdegrat, Marache Point and Jerseyman Island, remaining at anchor in Arichat Harbour.
- September 19th.—Sent supplies by boat to Creighton's Head. Proceeded to Guysborough and afterwards to Eddy's Point Light. Anchored in Port Hawkesbury for the night.
- September 20th.—Landed supplies for Hawkesbury Light, afterwards proceeded through the strait landing oil and stores for North Canso, Pomquet and Cape George. Remained under the cape for the night.
- September 21st.—At daylight proceeded to Pictou Island and landed supplies. Afterwards supplied Caribou and Amet Island. Anchored inside Amet Island.]
- September 22nd.—It coming on to blow strong from the N.E. had to get under weigh about 1 a.m. and stand across the straits. At daylight off Wood Island Light, Prince Edward Island. Shaped course for the east end of Pictou Island. Very heavy sea running. At noon anchored in Pictou Harbour. Gale backing to the N.W.

- September 23rd.—Lying in Pictou Harbour. Weather stormy.
 September 24th.—Left Pictou at daylight and supplied Wallace Harbour, Mullin's Point and Pugwash Lights.
 September 25th.—Left Pugwash for Pictou and arrived there at 5 p.m.
 September 26th and 27th.—Waiting at Pictou for coal, the wharf belonging to the Drummond Mine Co. being engaged.
 September 28th.—Went up to loading ground and took on board 215 tons of coal.
 September 29th.—At daylight left Pictou for Halifax.
 September 30th.—Arrived at Halifax.
 October 1st.—Landed stores returned from the lighthouses.
 October 10th and 11th.—Coaled the steamer "Newfield."
 October 18th.—Examined the moorings of the Bell Buoy off the Sisters.
 October 19th.—Changed the Thrumcap Buoy and placed new moorings.
 October 20th.—Changed the Portuguese Buoy and placed new moorings.
 October 28th.—Changed the Mars and Reid's Buoys, placing new moorings.
 October 30th.—Went to Sambro with the agent and Captain Scott on board on duty connected with the Fog Whistle.
 October 31st.—Went to Sambro with building material.
 November 2nd.—Brought in the automatic Buoy to be overhauled and painted.
 November 5th.—Changed the Rockhead Buoy and overhauled the moorings and took supplies to Devil Island.
 November 8th.—Took supplies to Sambro.

BUOYS AND BEACONS.

An important addition has been made to our buoys and beacons by the mooring of one of Courtenay's Automatic Signal Buoys off Halifax Harbor. This buoy is provided with a 10-inch whistle and is moored in 20 fathoms water in lat. 44° 31' 42" North and long. 63° 29' 28" West. From the buoy, Chebucto Head bears S.W. $\frac{1}{2}$ W. magnetic $1\frac{1}{2}$ miles. Sandwich Point, N. by W. 4 miles.

Passing to the westward of the buoy at the distance of half a cable and steering a N. $\frac{1}{4}$ W. course, magnetic, will lead up the Harbor to the eastward of the Neverfail Shoal and at a distance of two cables to the westward of Maughers Beach lighthouse

The buoy was placed in position on 15th February, 1877, and has so far proved a great success. It is proposed next year to moor another of these buoys to the south-eastward of the present one, about six miles distant, so that ships making the outer buoy can steer for the present one and so shape their course up the Harbor.

A spar buoy painted black has been placed in $12\frac{1}{2}$ fathoms water south about half mile from the Blonde Rock off Seal Island.

A spar buoy painted black has been placed in 10 fathoms water S.S.W. $\frac{1}{2}$ W. about 150 yards from the Bull Rock of Western Head, Shelburne County.

A spar buoy has also been placed off the S. W. breaker, Sambro, and one on the Pollock, and another on the Whippey Shoal near Sambro.

The bell buoy placed on the North West Ledge off Brier Island drifted from its moorings and was washed ashore and destroyed during a gale in December last. The spare bell buoy kept here was moored in its place the early part of January and has remained in position ever since.

The buoy service all round the coast has been attended to as usual, some hundreds of buoys being kept in position. This service is increasing every year, the necessities of commerce requiring the marking of many shoals not heretofore buoyed.

I regret to state that the Superintendent of Lights, Captain John H. Kendrick, is entirely incapacitated through ill health from attending to his duties, and was obliged to retire on the supernanuation list on the 1st October 1877, having had some three

months leave before that date. He had been for many years Superintendent of Lights in Nova Scotia and had always shewn himself a zealous and painstaking officer.

His place has been filled by the appointment of Captain Edward Roche, whose services commenced on 14th June, 1877.

I have the honor to be, Sir,

Your most obedient servant,

H. W. JOHNSTON.

WM. SMITH, Esq.,
Deputy Minister Marine and Fisheries,
Ottawa.

STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-Whistles, &c., in the Province of Nova Scotia, for the Fiscal Year ended 30th June, 1877.

		\$	cts.	\$	cts.
<i>Cape Sable Fog-Whistle.</i>					
H. Chute.....	Contract for building.....	4,500	00		
do	Excavating dyke.....	200	00		
do	Assisting Engineer and making stand for heater...	30	00		
W. M. Smith.....	Paid for labour and passages of men erecting machinery.....	381	60		
S. G. Blizard.....	Planking.....	11	71		
Duffus & Co.....	Purchase of land for site.....	400	00		
Isaac Doane.....	Foundation for boiler.....	28	00		
do	Carting materials, \$5.75; Board of men, \$78.20.....	83	95		
Z. G. Gabel.....	Suction hose, couplings, tools, hardware, beltings, packings oil, &c.....	1,179	17		
J. H. Crosby	Balance of labour erecting fog-whistle.....	107	30		
T. McAvity & Sons.....	Fire bricks, piping, elbows, brass work, bolts, cement, &c.....	163	42		
				7,085	15
<i>Creighton's Head Light.</i>					
Wm. Creighton	Purchase of land for site.....	325	00		
Wm. Tory.....	Extras on building.....	36	00		
				361	00
<i>Devil Island Light.</i>					
Jacob Bowser.....	On account of contract.....	550	00		
John Overy.....	Freight and cartage of cement.....	93	05		
E. C. Fairbanks.....	Enlarging chart and making tracings.....	26	00		
				669	05
<i>Guyon Island Light.</i>					
J. G. Sinclair.....	On account of contract.....	2,520	00		
P. Bagnall.....	Freight of lantern and glass.....	60	00		
Thos. Walsh & Co.....	Ruby glass.....	49	50		
				2,629	50
<i>La Have Light.</i>					
Dean Wile	Balance of contract building lighthouse.....	1,100	00		
E. Chanteloup.....	Lantern, lamps, &c.....	404	83		
Nicholas Oxner.....	Inspecting during construction.....	46	50		
P. H. Salomon.....	Survey of land, plan, &c.....	13	25		
Thos. Walsh & Co.....	Ruby glass.....	7	00		
J. Overy	Freight and cartage of lantern.....	32	30		
A. Corkum.....	Freight of glass, lamp chimneys, &c.....	9	00		
				1,612	88
<i>McKenzie's Point Light.</i>					
N. W. McKenzie	Contract for building keeper's dwelling.....	900	00		
Wm. Tory.....	Extras on building lighthouse.....	73	00		
				973	00
<i>Petit de Grat Light.</i>					
C. Chisholm.....	Contract for building lighthouse.....	1,230	00		
do	Extras on building lighthouse.....	50	00		
J. Ferrier	Inspecting lighthouse.....	40	00		
E. Chanteloup.....	Lantern, lamps, &c.....	451	11		
E. P. Flynn.....	Paid freight, lamps, lantern, &c., per "M. A. Starr.?"	8	20		
Jno. Overy.....	Paid freight, lamps, lantern, &c., per Rail.....	30	70		
				1,810	01
	Carried forward			15,140	59

STATEMENT of Expenditure on account of Construction of Lights, Steam Fog-Whistles, etc., in the Province of Nova Scotia.—*Continued,*

		\$	cts.	\$	cts.
Brought forward				15,140	59
<i>Rope Island Light.</i>					
Geo. Rawlings.....	On account of contract building	213	26		
Jno. Overy.....	Freight per rail and cartage, lantern and apparatus	124	15		
				337	41
<i>Sambro' Fog-Whistle.</i>					
Jacob Bowser.....	Balance of contract building	200	00		
do	Balance of labour excavating trench work.....	2,029	20		
W. M. Smith.....	Travelling expenses and inspecting work.....	48	10		
Z. G. Gabel.....	Suction and four-ply hose, couplings, valves, &c... ..	314	25		
E. Moseley.....	Labour, building tramway on Wharf	1,787	90		
do	Freight of materials and conveyance of workmen..	69	60		
do	Labour at fog-whistle	141	00		
do	Repairing house and stores.....	16	00		
J. B. Smith.....	132 days' services as Timekeeper, at \$2.00.....	264	00		
do	Conveyance, Sambro to Halifax.....	1	50		
A. Gilkie.....	Board of Timekeeper, 8 weeks and 5 days' at \$3.50, \$30.50; and workmen, 156 $\frac{1}{2}$ days at \$3.50, \$548.	578	50		
Lawson, Harrington & Co	Steamer to Sambro and return, 9 $\frac{1}{2}$ hours, at \$8..	74	00		
P. Burns.....	Freight of machinery	50	00		
C. Neal.....	Paid labour of six men each 1 day and 2 hours on steamer "Glendon" on way to Sambro.....	11	40		
Todd, Polly & Co.....	Sawdust, truckage and freight	46	00		
G. Adams	Machinists' labour at tramway, hoisting gear, boiler, &c.....	1,494	40		
J. W. Allan	Timber for tramway, \$198.50; flooring and shingles, \$30.74.....	229	24		
White & Simmonds..	Plumbers' work	55	00		
T. A. G. DeWolf & Son..	Cement.....	23	25		
H. H. Fuller & Co.....	Hardware.....	258	70		
S. W. Marvin.....	Solder and soldering iron.....	9	50		
J. Duogherty.....	Freight of rails, wheels, &c.....	10	00		
J. P. Mott.....	Lime and plaster	16	50		
J. Hogan & Sons.....	Lumber, laths, &c.....	16	44		
Black, Bros., & Co.....	Wire rope	17	40		
Macdonald & Co.....	Pump, hose, belting, castings, &c	319	50		
				8,081	38
<i>Shelburne Harbour Light.</i>					
J. Pinney.....	Purchase money of land.....			100	00
<i>Torbay Light.</i>					
J. McDonald.....	On account of contract.....			350	00
<i>Meagher's Beach.</i>					
Jno. Walker	Erecting tower for fog-alarm bell, &c.....	710	27		
E. Chanteloup.....	Fog-alarm bell and machinery.....	830	35		
				1,540	62
Total.....				\$25,550	00

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,
Accountant.

STATEMENT of Expenditure on account of Maintenance of Lights, Light-houses, Steam Fog Whistles, &c., in the Province of Nova Scotia, for the Fiscal Year ended 30th June, 1877.

		\$	cts.	\$	cts.
<i>Amet Island Lighthouse.</i>					
H. G. Bennett	Twelve months' salary as Keeper	493	76		
D. A. Campbell	Balance of freight on cement	64	80		
do	Balance of Breakwater contract.....	5,963	00		
do	Hauling and storing cement	5	50		
do	Extras allowed on Breakwater contract	800	00		
do	Conveying Superintendent to Island	12	00		
Weir, Bros. & Co.	Cement	142	50		
Cunard & Co.	do	374	40		
J. S. McLean & Co.	Freight and landing cement	270	00		
John Miller	Freight of cement	68	00		
T. A. S. Dewolf & Co.	Cement	387	50		
Theakstin & Angevin	Stovepipe, &c.	10	90		
				8,592	36
<i>Annapolis Light.</i>					
W. E. Ellis	Twelve months' salary as Keeper.....	795	00		
do	Painting lighthouse, ladders, &c.....	29	00		
J. Condon	Hauling oil and supplies	12	00		
Esson & Co.....	Freight, truckage of supplies	8	47		
				844	47
<i>Apple River Light.</i>					
James Tate	Twelve months' salary as Keeper.....			375	28
<i>Arichat.</i>					
Christopher Coste	Twelve months' salary as Keeper.....	246	88		
W. Stairs, Son & Morrow	Repairs on stovepipe	2	70		
				249	58
<i>Argyle.</i>					
H. H. Hamilton.....	Twelve months' salary as Keeper.....			345	64
<i>Barrington.</i>					
J. S. Smith	Cleaning stoves	7	00		
do	Twelve months' salary as Keeper.....	375	28		
				382	28
<i>Beaver Island.</i>					
N. McJ. Campbell	Twelve months' salary as Keeper	395	00		
J. Overy	Freight and truckage of lantern	145	04		
E. Chanteloup.....	Lantern, lamps and lighting apparatus	1,769	52		
do	Glass	234	88		
H. H. Fuller & Co.....	Hardware and supplies	33	31		
George Adams.....	Shifting lantern	189	94		
do	Repairs to machinery	10	60		
John Walker	Materials for and erecting new lantern	561	57		
J. P. Mott	Lime	8	00		
R. H. Cogswell	Clock	5	00		
G. W. Brooks.....	Freight on oil.....	25	00		
				3,377	76
<i>Bird Island.</i>					
Angus Ross	Twelve months' salary as Keeper	395	00		
William Ross	Boat.....	32	00		
				427	00
Carried forward				14,594	37

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
Brought forward			14,596 17
<i>Black Rock.</i>			
J. Robinson	Twelve months' salary as Keeper	355 52	
do	Plastering light-room and kitchen	15 00	370 52
<i>Black Rock Point.</i>			
Donald Morrison	Twelve months' salary as Keeper	345 64	
do	Stovepipe, &c.....	11 00	356 64
<i>Boar's Head.</i>			
E. Albro & Co.....	Burnt umber	0 50	
H. M. Ruggles.....	Twelve months' salary as Keeper.....	395 00	395 50
<i>Brier Island.</i>			
Joseph Suthern.....	Twelve months' salary as Keeper.....		454 28
<i>Burnt Coat.</i>			
Wm. Faulkner.....	Twelve months' salary as Keeper		246 88
<i>Brooklyn Pier.</i>			
Joseph Gardner.....	Oil and attendance 366 days at 50 cents	183 00	
do	Freight.....	0 83	183 83
<i>Bon Portage.</i>			
Arthur Wrayton.....	Twelve months' salary as Keeper	345 64	
do	Painting.....	16 00	
do	Shingles, boards and nails.....	27 60	389 24
<i>Betty's Island.</i>			
P. Christian	Twelve months' salary as Keeper.....	493 76	
Wm. Barry.....	Freight of supplies.....	2 00	
Geo. Adams.....	Repairs to machinery.....	58 15	
S. W. Marvin.....	Repairing lamps	2 00	555 91
<i>Barrington Lightship.</i>			
J. R. Kenny.....	Twelve months' salary as Keeper	496 24	
do	Painting.....	15 00	
Macdonald & Co.....	Water-closet, bell, &c	78 57	589 81
<i>Canso Harbor.</i>			
John Langley.....	Twelve months' salary as Keeper.....	197 52	
H. H. Cogswell.....	Spy-glass.....	8 00	205 52
Carried forward.....			18,342 50

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
Brought forward			18,342 50
<i>Canso.</i>			
J. Hanlon	Twelve months' salary as Keeper	493 76	
J. Overy	Freight and cartage of lantern	111 13	
E. Chanteloup	Lantern, lamps, &c.....	1,915 00	
J. P. Mott.....	Lime	2 50	
			2,522 39
<i>Cape North.</i>			
John McKinnon.....	Twelve months' salary as Keeper	395 00	
Wm. Black.....	Expenses of landing supplies	7 00	
H. H. Fuller & Co.....	Masonwork, &c	40 00	
Starr Manufacturing Co.	Replating reflectors.....	36 00	
			478 00
<i>Cape George.</i>			
Norman Murray.....	Twelve months' salary as Keeper	197 52	
Geo. Adams.....	Patterns of castings, &c.....	3 15	
			200 67
<i>Church Point.</i>			
J. McLaughlin.....	Twelve months' salary as Keeper	197 52	
do	Painting	29 20	
			226 72
<i>Cape Sable Light and Fog-Whistle.</i>			
Isaac Doane.....	Twelve months' salary as Keeper	656 36	
Geo. Adams.....	Repairs to machinery.....	26 05	
T. McAvity & Sons.....	Machinists' tools and new fog-whistle	192 44	
Burrel, Johnson & Co.....	Repairs to revolving shaft.....	40 79	
Duffus & Co.....	Freight of supplies and travelling expenses.....	47 15	
Isaac Doane	Carting oil, repairs, &c	33 50	
			996 29
<i>Cape St. George.</i>			
David Condon.....	Twelve months' salary as Keeper.....	474 00	
E. Albro & Co.....	Zinc	3 80	
			477 80
<i>Cape St. Mary.</i>			
Matevieu Robichau.....	Twelve months' salary as Keeper		493 76
<i>Carter's Island.</i>			
James Lloyd	Twelve months' salary as Keeper		197 52
<i>Carribou Island.</i>			
Alex. Munro.....	Twelve months' salary as Keeper	395 00	
Duffus & Co.....	Ladders, painting, coal, &c.....	15 40	
H. Henderson.....	Repairing roof	90 00	
			500 50
Carried forward.....			24,436 15

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia,—Continued.

		\$	cts.	\$	cts.
Brought forward				24,436	15
<i>Chester.</i>					
Edward Young.....	Twelve months' salary as Keeper.....			395	00
<i>Cheticamp.</i>					
Edwd. Briard	Twelve months' salary as Keeper	345	64		
Robin & Co.....	Repairs and materials.....		15 67	361	31
<i>Creighton's Head.</i>					
H. H. Crichton	Twelve months' salary as Keeper.....	197	52		
do	Protection work		50 00		
do	Stove-pipe, storing oil.....		3 00	250	52
<i>Chebucto Head.</i>					
Edwd. Johnson	Twelve months' salary as Keeper.....	395	00		
T. A. S. Dewolf & Son....	Cement.....		3 88		
J. Monaghan & Son.....	Mason work.....		28 00		
G. Adams	Repairs to revolving machinery		25 50		
Edwd. Johnson	Labour on supplies		5 00		
do	Cartage of cement, and board of Masons		6 80	464	18
<i>Country Harbour.</i>					
Alex. Foster	Twelve months' salary as Keeper.....	395	00		
J. Overy	Freight and cartage lantern.....		117 24		
E. Chanteloup.....	Lantern, lamps, &c.....		1,766 20	2,278	44
<i>Cross Island.</i>					
G. E. Smith	Twelve months' salary as Keeper.....	454	28		
J. Overy.....	Freight and truckage lantern		123 92		
E. Chanteloup.....	Lantern, lamps, &c.....	2,004	39		
J. Dempster	Window-sashes and glazing		7 20		
C. Burns	Truckage of oil stores.....		4 00	2,593	79
<i>Devil's Island.</i>					
B. Fulker.....	Twelve months' salary as Keeper.....	375	28		
do	Making sails for and testing life-boat		11 90		
E. Albro & Co.....	Cotton duck, rope, &c.....		9 01		
Lawson, Harrington & Co	Services of tug-boat.....		32 00		
John Sulis.....	Repairing boat.....		18 00	446	19
<i>Egg Island.</i>					
Wm. Condon, jun.....	Twelve months' salary as Keeper.....			493	76
<i>Cape L Ronde.</i>					
Chas. Lattimore.....	Twelve months' salary as Keeper.....	286	28		
R. H. Cogswell	Spy-glass and clock		12 00		
Chas. Lattimore	Cartage, oils and supplies.....		8 03	316	31
Carried forward.....				22,035	65

STATEMEN of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.--*Contidued.*

		\$	cts.	\$	cts.
Brought forward				32,036	65
<i>Fish Island.</i>					
Joseph White.....	Twelve months' salary as Keeper			276	52
<i>Flint Island.</i>					
B. Heney.....	Twelve months' salary as Keeper.....			493	76
<i>Fort Point.</i>					
S. T. N. Sellon.....	Twelve months' salary as Keeper.....	237	00		
do	Repairs to lighthouse		2 90		
				239	90
<i>Grand Narrows.</i>					
Stephen McNeil.....	Twelve months' salary as Keeper.....			118	52
<i>Green Island.</i>					
Wm. Duann	Twelve months' salary as Keeper.....			493	76
<i>Gull Rock.</i>					
Wm. Hayden	Six months' salary as Keeper.....	197	50		
L. D. Orchard.....	do do	197	50		
				395	00
<i>Guysboro</i>					
Godfry S. Peart.....	Twelve months' salary as Keeper.....	217	28		
E. J. Cunningham.....	Freight of supplies.....		1 95		
				219	23
<i>George's Island.</i>					
Robert Ross	Twelve months' salary as Keeper.....	150	00		
E. Albro & Co.....	Coal shovel.....		0 20		
				150	20
<i>Guyon Island.</i>					
A. Robt. Winton.....	Salary from 28th April, 1877, to June, 1877.....	68	37		
Geo. Adams.....	Repairs to clock machinery	31	28		
R. H. Cogswell	Telescope and clock	13	00		
H. H. Fuller & Co	Flag, rope, &c.....	14	19		
A. V. & W. H. Grant....	Taking care of lighthouse from 1st July, 1876, to 28th April, 1877.....	374	50		
G. C. Newcomb.....	Frames for reflectors	12	00		
				513	34
<i>Horton's Bluff.</i>					
G. E. Rathbun.....	Twelve months' salary as Keeper	246	88		
W. G. Ross.....	Painting.....		5 50		
				252	38
Carried forward.....				35,188	26

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in Nova Scotia.—Continued.

		\$	cts.	\$	cts.
Brought forward				35,188	26
<i>Ingonish.</i>					
L. McDougall.....	Twelve months' salary as Keeper	414	76		
A. McLeod & Co.....	Labour, boat sail and clock.....	44	00		
				458	76
<i>Iron Bound Island.</i>					
Enos Wolf.....	Twelve months' salary as Keeper	355	52		
do	Painting	19	75		
				375	27
<i>Isaac's Harbour.</i>					
P. W. Bigby.....	Twelve months' salary as Keeper	197	52		
E. Albro & Co.....	Zinc and tacks	1	92		
R. H. Cogswell	Clock	4	00		
George Adams.....	Ventilator	12	00		
James Dempster	Lumber.....	2	70		
J. A. McNeil.....	Freight and supplies.....	2	75		
Wier Bros. & Co.....	Cement	3	87		
P. W. Bigby	Boating, oil, &c.....	5	10		
				229	86
<i>Jerseyman's Island.</i>					
Simon Babin.....	Twelve months' salary as Keeper	296	28		
Esson & Co.....	Lumber and repairs	13	23		
S. Vigneau	Repairing cellar wall.....	47	17		
W. Stairs, Son & Morrow.....	Stove and pipe	6	93		
				363	61
<i>Kidstone's Island.</i>					
D. McRae	Twelve months' salary as Keeper	197	52		
do	Boat, oars, &c.....	18	90		
do	Freight, rail, hatch.....	4	75		
				221	17
<i>Little Hope.</i>					
Alex. McDonald	Twelve months' salary as Keeper.....	493	76		
Moir & Co.....	Painting lighthouse and repairing landing	24	50		
John Walker	Travelling expenses to examine landing	46	00		
				564	26
<i>Lingan Head.</i>					
James Quinn	Twelve months' salary as Keeper	197	52		
do	Truckage of oil	2	80		
				200	32
<i>Liscomb Light.</i>					
Seth Crooks	Twelve months' salary as Keeper	345	64		
E. Albro & Co.....	Lock	1	35		
J. P. Mott	Lime	4	50		
Wier Bros. & Co.....	Cement.....	3	87		
				355	36
Carried forward.....				37,956	87

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.-- *Continued.*

		\$	cts.	\$	cts.
Brought forward.....				37,956	87
<i>Liverpool.</i>					
Chas. Frith.....	Twelve months' salary as Keeper	395	00		
J. Overy	Freight and truckage of machinery	23	97		
T. W. Offen.....	Block sheaves.....	1	50		
Wier Bros. & Co.....	Cement	3	87		
E. Chanteloup.....	Revolving apparatus	1,040	26		
Chas. Firth.....	Repairing road.....	12	70		
				1,477	30
<i>Louisburg.</i>					
L. Kavanagh	Twelve months' salary as Keeper.....	454	28		
J. Overy	Freight and cartage of lantern.....	263	09		
E. Chanteloup.....	Lantern lamps, &c.....	971	54		
M. Walsh	Labour in oil supplies	2	00		
				1,690	91
<i>Low Point.</i>					
J. J. Peters.....	Twelve months' salary as Keeper.....	454	28		
J. Overy	Freight and truckage of lantern	122	32		
E. Chanteloup	Lantern, lamps, &c.....	1,460	73		
Jas. Fraser	Wharfage and shipping of lantern.....	6	15		
Chebucto Insurance Co.....	Insurance on lantern and apparatus.....	12	25		
J. J. Ingraham	Freight of lantern, &c.....	45	00		
J. J. Peters.....	Hauling supplies	5	18		
				2,105	91
<i>Lunenburg.</i>					
John A. Ernst	Twelve months' salary as Keeper	296	28		
J. R. Goold	Rent of land.....	0	72		
				297	00
<i>La Have.</i>					
Wm. Palmer.....	Six months' salary as Keeper.....	98	76		
E. Albro & Co.....	Ensign, lantern, &c.....	12	65		
H. Morgan.....	Stovepipe, &c.....	9	00		
Dean Wite.....	Freight of supplies	3	00		
N. Oxner	do	2	75		
R. H. Cogswell.....	Clock	4	00		
J. A. Stewart.....	Stovepipe	8	40		
				138	56
<i>Main-à-Dieu.</i>					
J. Burke.....	Twelve months' salary as Keeper.....	296	28		
J. Overy.....	Freight and cartage of lantern.....	71	72		
E. Chanteloup.....	Lantern, &c., apparatus.....	579	10		
E. Albro & Co.....	Lock, hooks, &c.....	1	25		
J. Burke.....	Labour in oil and supplies.....	3	00		
				951	35
<i>Margaretsville.</i>					
Wm. Early	Twelve months' salary as Keeper	227	12		
J. C. Halliburton.....	Painting.....	6	00		
				233	12
Carried forward.....				44,851	02

STATEMENT of Expenditure on account of Maintenance of Lights, &c.,
in Nova Scotia.—Continued.

		\$	cts.	\$	cts.
Brought forward				44,861	02
<i>Margaret's Bay.</i>					
Albert Pearl.....	Twelve months' salary as Keeper.....	493	76		
do	Improving landing, &c	13	70		
H. H. Fuller.....	Hardware, dynamite, &c.....	11	10		
				518	56
<i>Margaree.</i>					
J. McFarlane	Twelve months' salary as Keeper.....	395	00		
do	Painting, repairs to deck, &c.....	37	20		
H. H. Fuller & Co.....	Bump tacks.....	0	50		
				432	70
<i>Mahone Bay.</i>					
Abram Zinc.....	Twelve months' salary as Keeper.....	246	88		
Christian Burns.....	Boat, repairs to road, &c.....	60	20		
				307	08
<i>McKenzie's Point</i>					
D. J. McKay	Twelve months' salary as Keeper.....	158	00		
do	Truckage of supplies.....	2	90		
D. McKenzie.....	Road, landing, &c.....	50	00		
				210	90
<i>Moser's Island.</i>					
Henry Moser.....	Twelve months' salary as Keeper.....			444	40
<i>Meagher's Beach.</i>					
Edward Horn	Twelve months' salary as Keeper.....	419	70		
do	Painting.....	45	00		
do	Labour at protection work.....	7	50		
do	Making oars and boat sails.....	2	45		
E. Albro.....	Tar, cotton, duck and rope.....	14	02		
H. H. Fuller & Co.....	Hardware.....	0	50		
E. Tupper.....	Twenty cords of wood, \$5.00.....	100	00		
				589	17
<i>Mullin's Point.</i>					
Z. Mullins.....	Twelve months' salary as Keeper.....	100	00		
do	Repairing lamps and tanks.....	6	65		
				106	65
<i>Meteghan.</i>					
L. C. Comeau.....	Twelve months' salary as Keeper.....			100	00
<i>Negro Island.</i>					
Jas. McKinnon... ..	Twelve months' salary as Keeper.....			197	52
Carried forward.....				47,758	00

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
Brought forward			47,758 00
<i>North Canso.</i>			
Geo. McKay	Twelve months' salary as Keeper.....	454 28	
J. A. Stewart.....	Stovepipe	12 40	
A. McDougall & Son.....	Repairs to lamps	9 77	476 45
<i>Quetique Island.</i>			
C. Sampson	Twelve months' salary as Keeper.....	345 64	
do	Zinc, repairing lamps.....	1 75	347 39
<i>L'arrsboro'.</i>			
J. H. Newcomb.....	Twelve months' salary as Keeper.....	335 76	
J. C. Dickinson.....	Painting.....	24 00	359 76
<i>Peggy's Point.</i>			
Wm. Crooks.....	Twelve months' salary as Keeper.....		345 64
<i>Pictou Island.</i>			
Andrew Hogg	Twelve months' salary as Keeper.....	454 28	
Primrose Bros.....	Painting and glazing	11 05	465 33
<i>Pictou.</i>			
J. D. Lowden.....	Twelve months' salary as Keeper	395 00	
E. Chanteloup.....	Lanterns, lamps, &c.....	718 98	
do	Glass.....	173 00	
W. Jack.....	Railway freight of lantern, glass, &c	98 39	
James Munro.....	Stove-pipe	1 10	
J. A. Stewart.....	Stove	10 00	1,396 47
<i>Pomket Island.</i>			
John Atwater	8½ months' salary as Keeper.....	234 27	
C. A. Chisholm.....	3 do do	111 37	345 64
<i>Point Tupper.</i>			
John McDonald.....	Twelve months' salary as Keeper	246 88	
do	Labor at well.....	30 80	277 68
<i>Port Hood.</i>			
Thos. Power	Twelve months' salary as Keeper		276 48
<i>Port L'Ebert.</i>			
Martin Lisk	Twelve months' salary as Keeper.....	100 00	
do	Painting.....	8 50	108 50
Carried forward			52,157 34

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
Brought forward			52,157 34
<i>Port Medway.</i>			
Elson Perry	Twelve months' salary as Keeper.....		256 76
<i>Port Mouton.</i>			
Robt. J. Smith.....	Twelve months' salary as Keeper	296 28	
do	Digging well.....	15 50	
			311 78
<i>Port Williams.</i>			
James M. Dunn	Twelve months' salary as Keeper		256 76
<i>Pubnico.</i>			
M. Amero	Twelve months' salary as Keeper.....	237 00	
do	Painting.....	16 20	
			253 20
<i>Pugwash.</i>			
R. J. Bent.....	Twelve months' salary as Keeper	296 28	
do	Repairs to lamps	10 29	
Starr Manufacturing Co.	Replating reflectors.....	4 50	
			311 07
<i>Petit de Gras.</i>			
Feron Boudrot.....	Salary from 15th aMY to 30th June, 1877... ..		24 69
<i>Point Aconi.</i>			
Geo. Bonner.....	Twelve months' salary as Keeper	148 12	
do	Painting rooms.....	3 75	
			151 87
<i>Sambro.</i>			
Alfred Gilkie.....	Twelve months' salary as Keeper	395 00	
Richard Janis.....	Twenty-eight cords of wood, at \$6 per cord.....	168 00	
H. M. Customs.....	Duty on Dioptric apparatus and lamps.....	725 10	
Chance Bros. & Co.....	Dioptric apparatus, &c	4,216 63	
J. Bowser.....	Repairs to Lighthouse.....	49 40	
J. A. Stewart.....	Stove-pipe	15 00	
J. P. Mott.....	Lime.....	2 00	
			5,571 13
<i>Sand Point.</i>			
J. Mundill.....	Twelve months' salary as Keeper.....		295 00
<i>Scatterie.</i>			
J. W. Brown.....	Twelve months' salary as Keeper	493 76	
J. Overy	Freight and cartage of revolving machinery.....	44 58	
E. Chanteloup.....	Revolving apparatus	913 33	
Geo. Adams.....	Plans and tracings	36 75	
R. H. Cogswell.....	Spy-glass and clock'	12 00	
J. A. Stewart.....	Stove-pipe, linings, &c.....	5 80	
			1,506 22
Carried forward.....			61,195 82

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
Brought forward			61,195 82
<i>Seal Island.</i>			
J. C. Crowell.....	Twelve months' salary as Keeper.....	474 00	
E. Albro & Co.....	Canvas and twine	7 91	
R. H. Cogswell.....	Telescope and clock	15 50	497 41
<i>Stoddart's Island.</i>			
Michael Wrayton.....	Salary from 1st May to 30th June, 1877.....		16 66
<i>Shelburne Harbor.</i>			
Edward Goodie.....	Twelve months' salary as Keeper.....		197 52
<i>Spencer's Point.</i>			
W. Spencer.....	Twelve months' salary as Keeper.....	100 00	
Chipman Bros.....	Freight of supplies.....	5 60	105 60
<i>Shelburne.</i>			
M. McKenna.....	Twelve months' salary as Keeper.....	474 00	
E. Albro & Co.....	Spade.....	1 10	
J. A. Christie.....	Balance of account, materials for repairs to light-house.....	731 87	
H. H. Fuller & Co.....	Hardware supplies.....	9 01	
James Dempster.....	Window sashes and glazing.....	12 00	
J. A. Stewart.....	Stovepipe.....	12 00	
M. McKenna.....	Board of carpenters, &c., during repairs.....	393 30	1,633 28
<i>St. Anns.</i>			
Wm. Beak.....	Twelve months' salary as Keeper.....	138 24	
do	Freight of supplies.....	5 20	143 44
<i>St. Pauls.</i>			
Robert Mosely.....	Copper, labour, &c.....	192 10	
H. H. Fuller & Co.....	Hardware	31 14	
John Overy.....	Freight and cartage, lamps.....	1 63	224 87
<i>Sydney Bar.</i>			
George Mann.....	Twelve months' salary as Keeper.....		246 88
<i>Sissiboo.</i>			
B. Amero.....	Twelve months' salary as Keeper.....	197 52	
do	Travelling expenses, labour, &c.....	9 65	
E. Albro.....	Lantern and lamps.....	6 55	213 72
Carried forward.....			64,475 20

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$	cts.	\$	cts.
Brought forward				64,475	20
<i>Sable Island</i>					
William Morrison & Co.	Twelve months' salary as Keeper	588	00		
Lawson Harrington & Co	Oil	404	05		
E. Albro & Co.	Calf skin	4	00		
H. H. Fuller & Co.	Spirits of wine	6	70		
E. Chanteloup	Lamps	61	50		
do	Repairs to Doty lamp	13	40		
MacDonald & Co.	Repairs to lamp buttons	4	20		
George Adams.	Tube, rods, washers, &c	13	65		
P. Grant & Co.	Cotton, flannel, &c.	14	15		
				1,109	65
<i>Tor Bay.</i>					
Joseph Delorey	Twelve months' salary as Keeper	246	88		
William Barry	Freight on boat	2	00		
Peter Bower	Boat	26	00		
A. H. Crowe	Freight of supplies	14	00		
				288	88
<i>Walton Harbour.</i>					
T. Parker	Twelve months' salary as Keeper	100	00		
do	Freight and cartage of supplies	4	40		
				104	40
<i>West Port.</i>					
J. D. Suthern	Twelve months' salary as Keeper	296	28		
E. Albro & Co.	Zinc and tacks	1	85		
R. D. Suthern	Building boat	20	00		
				318	13
<i>Whitehead.</i>					
James Dillon	Twelve months' salary as Keeper	503	64		
J. J. Donahue	Floor, repairing boat house, &c.	87	45		
George Adams	Repairing clock machinery	14	00		
T. A. S. Dewolf & Sons.	Shingles	28	50		
R. H. Cogswell	Time piece	4	00		
H. H. Fuller & Co.	Nails	1	50		
S. H. Marvin	Repairing lamps	2	75		
				641	84
<i>armouth.</i>					
J. H. Doane	Twelve months' salary as Keeper	784	00		
E. Albro & Co.	Zinc	3	90		
J. H. Doane	Painting, stove pipe, &c.	40	04		
				827	94
<i>Yarmouth Harbour.</i>					
Joshua Doane	Twelve months salary as Keeper			345	64
Carried forward				68,111	68

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward		68,111 68
	FOG ALARMS.		
	<i>Brier Island.</i>		
F. Suthern	Twelve months' salary as Engineer	493 76	
B. H. Ruggles	Storage of coal	22 50	
Holland Graham	Carting coal	111 75	
Burrill, Johnston & Co.	Placing boiler	289 49	
do	Check valves	4 50	
do	Repairing boiler	119 54	
James Morrill	Carting coal	121 25	
J. Suthern	Labour getting water	42 00	
E. C. Bowers	12 cords of wood, at \$7.50	90 00	
			1,294 79
	<i>Cape d'Or.</i>		
John Short	Twelve months' salary as Engineer	493 76	
L. Lovely	Nine months' wages as Assistant Engineer	225 00	
William Smith	Freight of 97 tons of coal, at \$2.50, and landing do.	240 00	
H. W. Johnston	Travelling expenses	29 39	
M. Winters	12 cords of wood, at \$5.00	60 00	
Z. G. Gabel	Machinist tools and materials	58 10	
T. McAvity & Sons	Brass tubes	18 55	
D. K. Clark	Boat and oars	40 00	
			1,164 80
	<i>Cape Sable.</i>		
Forsyth, Hart & Co.	Hauling and labour at coal	110 50	
Daniel Getson	Freight of coal	200 00	
Duffus & Co.	Landing and carting coal	113 00	
M. Phelan	Wheeling and trimming coal	44 20	
			467 70
	<i>Cranberry Island.</i>		
James Hanlon	Twelve months' salary as Engineer	444 40	
T. Roberts	Freight of grate bars	3 36	
E. Albro & Co.	Rope and tube brushes	30 69	
Geo. Adams	Steam guage and syphon	22 27	
J. W. Whitman	Postages and telegrams	1 79	
John Stairs	Plate iron, files, &c.	20 73	
Henry Carr	Repairing boiler	106 66	
R. H. Cogswell	Clock	4 00	
D. M. Browne	Labour landing coal	12 00	
J. McDonald	12 cords of wood, at \$6.00	72 00	
			717 30
	<i>Digby.</i>		
D. W. Clarke	Building temporary engine-house	648 39	
do	Whistle-house and coal shed	1,749 00	
do	Boxing and covering pipe	17 50	
do	Removing boiler to St John	80 00	
do	Transporting boiler to Digby, building reservoir, &c.	1,712 25	
Geo. Fleming & Sons	Engine, steam pump and appendages	700 00	
do	Steam boiler and fittings	1,000 00	
T. McAvity & Sons	Outfit to engine	660 48	
do	Machinists' tools	77 90	
Smith & Dunn	Plans, specifications and tracings	45 00	
W. E. Ellis	Hauling coal, water, &c.	79 50	
	Carried forward	6,770 02	71,756 27

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	cts.
	Brought forward	6,770 02	71,756 27
<i>Digby.—Continued.</i>			
J. W. Haylen.....	Hauling coal.....	56 25	
Wm. M. Smith.....	Taking boiler to Point Prim, and placing	250 00	
J. H. Harding.....	Freight of tank	2 50	
Z. G. Gabel.....	Machinists' supplies.....	135 38	
do	Boiler felt, canvas, &c.....	78 56	
E. Albro & Co.....	Shovel	1 50	
D. W. Smith.....	Labour erecting machinery	75 26	
John Christie.....	do	92 25	
Wm. Porter.....	Removing boiler to shop	17 00	
J. A. Stewart.....	Stove pipe.....	10 50	
			7,489 22
<i>Sable Island.</i>			
Adam McKay	Repairs to boilers	212 48	
George Adams	Furnace bars.....	24 88	
Macdonald & Co.....	Hose and coupling	545 57	
			782 93
<i>Sambro.</i>			
James Skinner.....	Salary as Engineer, from 14th June, 1876, to 30th June, 1877.....	515 49	
E. Albro & Co.....	Grindstone, &c.....	2 96	
M. Phelan	Labour at coals	87 15	
W. Roche, jun.....	Coals.....	144 00	
C. Neal	Labour at coals.....	142 00	
W. & A. Nauflts	10 cords of wood and truckage, at \$4.00	40 00	
J. N. Purdy.....	Labour at coals	29 00	
J. E. Morris.....	Travelling expenses.....	15 00	
Geo. A Jams	Crank pins, rubber hose and brass works.....	30 40	
E. Mosely.....	Lengthening derrick	12 72	
J. C. Canning	Express freight.....	6 45	
W. M. Smith	Travelling expenses.....	56 20	
Chas. McKay	Conveyance of Engineer.....	19 00	
Isaac Melvin.....	Water casks.....	6 50	
H. Devanney.....	Carpenter's work.....	4 50	
H. Anderson	Steps and platform.....	16 50	
T. McAvity & Sons.....	Steam whistle and fittings.....	303 39	
H. H. Fuller & Co.....	Tube brushes, wire files, &c.....	27 64	
A. Gilkie	Salary as Assistant, from 1st Dec '76, to 17th May, '77	45 00	
do	Board of engineers and workman.....	50 50	
J. A. Stewart.....	Stove pipe.....	43 50	
Wier Bros. & Co.....	Cement	3 87	
Dr. A. Moren.....	Medical attendance on carpenter.....	25 01	
S. W. Marven	Lamps	1 80	
J. K. Goold.....	Rent	0 24	
Z. G. Gable.....	Steam gauge and thermometer	16 85	
Brookfield & Romans.....	Lumber	14 19	
Henry Carr.....	Labour as Assistant	33 33	
			1,693 18
<i>St. Paul's Island.</i>			
R. Muirhead	Twelve months' salary as Engineer	493 76	
Adam McKay	Furnace bars.....	29 55	
H. H. Fuller & Co.....	Hardware supplies	9 90	
Geo. Adams	Patterns, castings, &c.....	12 40	
do	Pump, steam pipe, &c.....	48 00	
Jas. Hunter.....	Valves and gauge glasses	17 00	
			610 61
	Carried forward.....		87,332 21

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
Brought forward			82,332 21
<i>Seal Island.</i>			
C. Crowell	Twelve months' salary as Engineer.....	493 76	
T. McAvity & Sons.....	Tube expander.....	37 50	
R. J. Hart & Co.....	35 cords of wood, at \$5.00.....	175 00	
John Crowell.....	Hauling coal.....	112 50	
A. McKay.....	Grate bars.....	44 50	
E. Albro & Co.....	Boiler felt.....	28 80	
Geo. Adams.....	Wire gauze.....	0 65	
A. W. Nicholson.....	Freight of grate bars.....	1 95	
			894 66
<i>Yarmouth.</i>			
J. K. Butler.....	Carpenter's work, glass, &c.....	13 76	
N. K. Clements.....	Nine cords of wood.....	48 68	
J. H. Doane.....	Carting water, labour at coals, &c.....	56 00	
H. H. Fuller & Co.....	Hardware.....	1 50	
Parker, Eakins & Co.....	Lumber and scantling.....	8 51	
Burrill, Johnson & Co.....	Repairs to boiler.....	68 74	
T. McAvity & Sons.....	Hose.....	31 61	
J. Harris.....	Carting water.....	46 00	
			274 80
<i>General Account.</i>			
Charles Neal.....	Labour, truckages, &c.....	1,507 92	
Wm. Murray.....	Repairs to wheelbarrows, &c.....	9 55	
R. S. McCormack.....	Advertising.....	5 72	
Wier Bros. & Co.....	Lamp chimneys.....	264 50	
J. Conlin & Co.....	Hay and straw.....	6 79	
Western Union Telegraph Co.....	Telegrams.....	261 09	
Intercolonial Railway.....	Freight of fog bell.....	11 71	
Halifax Post Office.....	Postages for year.....	202 15	
H. W. Johnston.....	Travelling expenses.....	61 85	
G. A. Turnbull.....	Porpoise oil.....	26 40	
J. K. Gould.....	Conveyance of ammunition to Sambro.....	247 00	
do.....	Ammunition for fog signals.....	599 27	
E. Albro & Co.....	Hardware, paper, brushes, rope, &c.....	104 01	
L. R. Kaye.....	Storage of oil.....	251 98	
C. J. Knapen.....	Stencil figures, brushes, &c.....	17 35	
M. Phelan.....	Carting and labour on coals.....	422 22	
H. Haverstock.....	Boxes and casks.....	60 00	
City Treasurer.....	Taxes.....	188 91	
do.....	Water rates.....	38 75	
Receiver General.....	Superannuation taxes on Lighthouse Keepers' salaries.....	499 42	
S. L. Shannon.....	Rent of wharf and stores.....	1,500 00	
W. Bailey.....	Advertising.....	4 20	
S. Cunard & Co.....	Labour on coals.....	112 84	
do.....	Balance of account for coals.....	696 94	
Forsyth & Co.....	Alcohol.....	12 00	
D. Lawless.....	Trimming coal.....	17 04	
P. Grant & Co.....	Cotton, towelling, flannel, &c.....	373 61	
S. W. Marven.....	Burners, repairs to lamps, &c.....	381 88	
F. A. Fitzgerald & Co.....	Oil, 35,262 $\frac{1}{2}$ gallons, at 27 cents.....	9,520 99	
F. W. Henshaw.....	Coal, 279 tons, at \$2 00.....	558 00	
Citizen Publishing Co.....	Advertising to 28th June, 1876.....	42 00	
Willis & Mott.....	do.....	25 00	
B. O'Neill & Co.....	Lamps and collars.....	3 50	
H. H. Fuller.....	Hardware.....	88 72	
Carried forward.....		18,153 31	83,501 67

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	Brought forward	18,153 31	83,501 67
	<i>General Account.—Continued.</i>		
J. Lindlay.....	Repairing and building boats.....	138 00	
Wm. Elder.....	Advertising.....	24 00	
A. C. Bertram	do	3 24	
R. Boak & Son.....	Freight of supplies.....	21 71	
McKay & Co.....	Lumber and timber.....	10 08	
J. P. Mott.....	Lime	45 00	
J. Overy.....	Freight and cartage.....	8 33	
G. Davidson & Co.....	Burners and wicks.....	14 00	
H. Mosely	Boat timbers and knees.....	14 00	
Conlin Bros.....	Hack hire.....	39 75	
Geo. Adams.....	Alterations and repairs to fog bell	57 33	
Dominion Telegraph Co.	Telegrams	1 06	
Brookfield, Romans & Co.	Bricks.....	3 80	
A. Stephen & Son.....	Brooms.....	37 00	
Blachadar Bros.....	Advertising.....	94 96	
T. Walsh & Co.....	Cutting glass.....	8 41	
Wm. Timmins	Hauling oil.....	2 00	
Geo. Hattie.....	Coal for fog alarm, 318 tons, at \$2.00.....	636 00	
J. D. Cummings	Fire of steamboat.....	11 25	
Acadia Fire Insurance Co.	Premium on \$8,000 on lighthouse apparatus, \$80.00; on \$4,000 on store, \$41.00	121 00	
Macullosh & McInnis	Lumber	46 68	
Cape Breton Times.....	Advertising.....	22 00	
Isaac Melvin.....	Coopering oil casks, &c.....	25 50	
J. A. Stewart.....	Repairs to lantern	3 75	
J. C. Canning	Express freight.....	3 84	
R. McConnell.....	Advertising.....	33 92	
Foundry Supply Co.....	Mineral paint.....	9 15	
McDonald & Co.....	Hinges	6 90	
S. A. White & Co.....	Storage wharfage	80 44	
D. Logan.....	Advertising.....	3 96	
C. Annand.....	do	135 80	
Ellis & Armstrong.....	do	10 00	
C. J. Campbell.....	Wharfage.....	4 66	
Lambert Bros.....	Frames and repairs.....	3 00	
Starr Manufacturing Co.	Repairing reflectors.....	18 50	
C. Burns.....	Freight of supplies	2 33	
J. D. Potter	"Rochain" telescope.....	50 46	
R. H. Cogswell.....	Hoisting time ball from 1st April, 1876 to 31st March, 1877	100 00	
J. D. McPherson.....	Trimming coal.....	48 55	
G. H. Zuricker.....	Raising sunken wreck Lahave River	33 82	
F. H. Fishwick	Freight of supplies	6 36	
Bayter Bros.....	Table for office	4 50	
S. Tobin.....	Fire Insurance premium on \$600, \$120; policy, \$1.00	121 00	
A. H. Creighton.....	Memorandum books	3 25	
J. H. Kendrick.....	Twelve months' salary Superintendent of Light- houses	1,176 00	
do	Travelling expenses.....	300 00	
			21,698 60
	Total Maintenance.....		105,200 27
	HUMANE ESTABLISHMENTS.		
	St. PAUL'S.		
S. C. Campbell.....	Twelve months' salary as Superintendent.....	588 00	
do	Wages of boatmen	1,250 00	
do	Boats, messenger to Cape Breton, &c.....	94 00	
do	Hay.....	73 00	
	Carried forward.....	2,005 00	

STATEMENT of Expenditure on account of Maintenance of Lights, etc, in
Nova Scotia.—Continued.

		\$ cts.	\$ cts.
	Brought forward	2,005 00	
HUMANE ESTABLISHMENTS.—Continued.			
ST. PAUL'S.—Continued.			
Esson & Co.....	Provisions for shipwrecked crews and workmen.....	1,025 31	
J. McCaffery.....	Barrels for sand and coopering	16 59	
J. W. Allen.....	Lumber and timber.....	707 00	
E. Mosely.....	Sand, hair, &c.....	51 79	
do	Repairs to buildings.....	1,645 75	
do	Empty barrels.....	18 25	
B. O'Neill & Co.....	Bricks.....	76 00	
E. Albro & Co.....	Hardware	76 67	
T. A. S. De Wolf & Co.....	Cement	38 75	
H. H. Fuller & Co.....	Hardware	206 56	
J. A. Stewart.....	Stove pipes	69 90	
Archibald & Co.....	Board of carpenters and passages to Halifax.	111 72	
do	Messenger with despatches	20 00	
P. Grant & Co.....	Clothing.....	95 00	
J. P. Mott.....	Lime.....	58 00	
Forsyth & Co.....	Medicines, &c.....	79 20	
T. J. Bentley.....	Oars.....	45 25	
R. McDonald.....	Freight of building materials.....	34 48	
T. Fraser.....	Building materials, &c.....	784 63	
Henry Dolby.....	Travelling expenses.....	17 01	
			7,182 86
SCATTERIE.			
Esson & Co.....	Provisions		72 30
			7,255 16
SABLE ISLAND.			
H. W. Johnston.....	To pay twelve months' salaries of staff.....	3,219 25	
Receiver General.....	Superannuation tax on Superintendent's salary.....	5 00	
H. W. Johnston.....	Travelling expenses.....	39 96	
George Piers.....	Pig feed.....	26 85	
Esson & Co.....	Provisions.....	2,107 10	
T. J. Bentley.....	Oars.....	24 95	
C. Neal.....	Freight and cartage of supplies.....	14 00	
Intercolonial Railway.....	Tickets for three men to Pictou.....	6 30	
W. Ives & Son.....	Provisions, bedding, &c.....	143 57	
P. Brown & Son.....	Oats.....	55 58	
J. Melvin.....	Barrels and half barrels	96 25	
J. Hislop.....	Shingles and lumber	114 51	
B. Dawson.....	Hardware.....	36 24	
J. C. West & Co.....	Stoves, pipe, &c.....	65 35	
W. Jack.....	Railway freight.....	3 54	
P. Grant & Co.....	Clothing.....	49 05	
J. A. Stewart.....	Stoves and pipe.....	47 30	
W. Murray.....	Cart and extra wheels.....	133 50	
W. Williams.....	Building Sailors' Home and oil store.....	668 30	
E. Albro & Co.....	Cotton wick.....	1 60	
Lawson, Garrington & Co.....	Salt	11 40	
A. H. Creighton.....	Stationery.....	4 81	
Forsyth & Co.....	Medicine and garden seeds	31 34	
W. & A. Nauffis.....	Oats and potatoes	69 00	
James Hawkins.....	Sheep.....	20 00	
J. W. Gordan.....	Butter.....	5 25	
			7,000 00

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—Continued.

		\$	cts.	\$	cts.
BUOYS AND BEACONS.					
Buoy Service.....	Arichat	212	00		
do	Arichat West	31	00		
do	Barrington	193	04		
do	Bear River	5	00		
do	Bras d'Or	180	00		
do	Cape Negro	61	72		
do	Canso.....	174	65		
do	Cheticamp.....	34	42		
do	Chester	30	00		
do	Digby.....	37	00		
do	Guysboro'.....	20	00		
do	Halifax.....	362	75		
do	Lunenburg.....	197	75		
do	Louisburg.....	20	00		
do	La Have	11	87		
do	Merigonish	20	00		
do	Mahone Bay.....	211	44		
do	Port Medway.....	84	76		
do	Pictou	108	62		
do	Port Hawkesbury.....	14	00		
do	Port La Tour	50	00		
do	Pugwash.....	18	56		
do	Port Hood.....	92	95		
do	St. Mary's River	78	00		
do	Sydney	43	96		
do	Tusket	42	06		
do	Wallace.....	23	75		
do	Yarmouth.....	29	72		
John Findlay	Repairing buoys and making cages	221	00		
J. J. Bently.....	Spar buoys.....	51	00		
E. Albro & Co.....	Chain cable, rope, &c.....	174	29		
W. McPatridge.....	Chain cables	765	90		
McIntosh & McInnes.....	Lumber	13	64		
E. Mosely.....	Cages for buoys	59	00		
John Hunter.....	Casting bell for buoy	95	18		
J. F. Cotton.....	Iron work and sinker for buoy.....	15	00		
T. Holland.....	Reporting bell buoy adrift.....	5	00		
R. Sutherland.....	Painting Oow Ledge beacon	8	00		
S. Townshend.....	Chain cables	543	96		
G. Adams.....	Iron cage for buoy.....	37	35		
Mackay & Co.....	Timber.....	4	60		
B. Stokes.....	Mooring swivel.....	54	20		
Wood & Co.....	Freight, &c., of automatic buoy	110	00		
Burrill, Johnson & Co.....	Repairs to Trinity Ledge bell buoy.....	146	73		
J. O. Connor.....	Chains and anchor.....	581	80		
T. W. Offen.....	Purchase blocks.....	5	60		
Wm. Baker.....	Salvage on Sisters' bell buoy.....	80	00		
A. McKay.....	Repairs to can bell buoy	43	60		
Wm. Young.....	Reporting bell buoy adrift.....	5	00		
Ed. Kerr.....	Grapplings and swivels.....	73	58		
J. Duggan & Sons.....	Shackles	33	60		
John Ead.....	Anchors and shackles	98	08		
H. McMillan.....	Blacksmith work	10	30		
Black Bros. & Co.....	Chain cable, iron, &c.....	478	46		
Halifax Penitentiary	Stone moorings	38	92		
H.M. Customs.....	Duty on automatic signal buoy.....	350	25		
				6,493	06

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
Nova Scotia.—*Continued.*

		\$	cts.	\$	cts.
SIGNAL STATIONS.					
Capt. Althorpe	Salary as Superintendent of Signals, September, December and March quarters		112	50	
J. Bowser	Balance of contract, repairs at Sambro		150	00	
S. Cunard & Co.	Freight on lime lights		9	69	
J. K. Goold	Ammunition for fog signals		1,025	44	
do	Conveyance and board of signal parties		97	84	
Montgomery & Green- house	Lime light apparatus		560	46	
Her Majesty's Customs...	Import duties on lime lights		95	28	
					2,051 21
RECAPITULATION.					
Maintenance of Lighthouses			89,810	28	
do Fog-Whistles			15,389	99	
Humane Establishments			7,255	16	
do Sable Island			7,000	00	
Buoys and Beacons			6,493	06	
Signal Stations			2,051	21	
					127,999 70

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant.

 APPENDIX No. 5.

REPORT OF THE PRINCE EDWARD ISLAND AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1877.

AGENCY OF THE DEPARTMENT OF MARINE AND FISHERIES,

CHARLOTTETOWN, PRINCE EDWARD ISLAND, September 6th, 1877.

SIR,—I have the honour at the close of my second term to submit a short report of the several operations which have been, and are being, carried out in the Prince Edward Island Agency of the Department.

It affords me much pleasure in forwarding this Annual Report, to state that the lighthouses in course of construction mentioned in my last report are completed and in operation. I can also say that all the new lights and lighthouses under this Agency have been maintained in an efficient condition during the past year, which must have had a tendency to exempt the coast from any of those casualties attended by loss of life and property, which was so frequent in past years. This cannot but be a source of gratification to you and those connected with your Department, as it shows the increased efficiency that the service has attained on these coasts—an efficiency which should increase confidence in the present management of the service, and be a guarantee that the Department will continue to use its utmost exertions in the future, as in the past, to provide every means possible, for the safety of life and property on these shores.

LIGHTHOUSE AND COAST SERVICE.

The district under the supervision of this Agency embraces all the lighthouse stations on the Island, all the buoys and beacons, hospitals and temporary lodgings for sick and distressed seaman who may be wrecked or landed upon our shores; and all the work connected with the Department. It is also the duty of the Agent to render accounts connected with the above works, and periodically to report upon them; which accounts I forward in detail to the head office in Ottawa, at the end of every month.

Lighthouses.—There are twenty-two light stations under the supervision of the Agency. Fifteen light stations, three of them having range towers, five range lights, and two single lights, make the total number of lights to amount to thirty. The number of lightkeepers at the present time is twenty-two.

Order of Reference.—In noticing the different lighthouse stations, I shall refer to them in the following order, viz.:—1st, The

NORTH CAPE (REVOLVING WHITE.)

Mr. Lewis McDonald is keeper at this station. I visited this most important light several times during the months of July and August, and always found the light in good order, but the premises did not evince the care which I would like to see. I had an addition built to the cottage, the old roof shingled, double windows put on, and a new gate made. At present I consider the cottage in good repair.

WEST POINT (REVOLVING WHITE AND RED.)

This is a large building with dwelling attached, built in 1875, and put in operation the 20th May, 1876. It is furnished with eight powerful reflectors, making a full re-

volution every three minutes, showing a red flash every minute and a half. I visited this station on the 8th June, found the light and premises, fences, &c., in good order, and Mr. William McDonald, keeper at that station, at his post.

SUMMERSIDE (FIXED WHITE.)

When Mr. Tomlinson was on the Island, in the month of June, he visited this station, and considered it advisable to construct a tower in the end of a freight-house which was then in progress; as the new building would completely destroy the old tower. A very neat plan was forwarded by the Department. The new tower is finished and will be put in operation in a few days, after the lantern arrives.

SEA COW HEAD (FIXED WHITE.)

I accompanied Mr. Tomlinson to this station on the 25th June, and had five of Silber's patent lamps and burners, with deep reflectors placed there, instead of the old ones which were not satisfactory. The keeper has to live in the lighthouse, which is a very cold building. I trust the Department will consider the necessity of having a cottage built there next summer.

CRAPAUD OR VICTORIA (FIXED WHITE.)

This station has but one light, hoisted on a mast, which is not at all sufficient for so important a shipping place. I supplied the keeper with a new lantern at the opening of navigation. I mentioned in my last, that range towers were required at this harbour. I trust the Department will consider the matter.

BLOCK HOUSE (FIXED WHITE "RED RANGE SEAWARD.")

This is a most important station, being at the entrance of Charlottetown Harbour, and easy of access. I made several visits there during the summer, and always found the keeper, Mr. Archibald McLaine, at his post, the lights and all the premises in good order.

POINT PRIM (FIXED WHITE.)

This station was visited on the 26th of July. The lights were in good order. This is an octagonal building constructed of brick; then sheathed with boards and shingles, which will require considerable repairs in a short time, as the shingles are beginning to decay and blow off. The sashes which form the lantern are made of heavy cast iron, which contract and expand with the change of the season; and will never be a first-class light, until a new lantern is substituted.

WOOD ISLANDS (FIXED WHITE DIOPTRIC.)

This is a large new building, square tower, with dwelling attached. I visited this station on the 27th July, found the lighthouse clean and the light in good order.

LITTLE SANDS (FIXED RED.)

This light was granted by the Department in 1876, for the benefit of fishermen, and placed in the end of a building near the bank, on Mr. D. Mann's farm. I visited this station on the 28th July, and found the light was well kept.

MURRAY HARBOR (TWO FIXED WHITE BEACONS.)

I called at this station the 28th July, found the lights, such as they are, in good order, but must say that the outer one is far from meeting the requirements of the harbour. I hope the Department will see the necessity of placing a tower instead.

ST. ANDREW'S POINT, (FIXED RED, SEAWARD; WHITE, TOWARDS HARBOUR.)

I visited this station on the 1st August, and found the lights in the best of order. The building will require painting next year, which is all the repair I could see necessary.

PANMURE ISLAND (FIXED WHITE.)

On visiting this station I found that several small repairs were necessary for the preservation and protection of the building, which will appear in the August accounts. The light was in good order.

EAST POINT (FIXED WHITE DIOPTRIC.)

Mr. Tomlinson and I visited this station on the 12th June, to see its location and ascertain if the building was sufficient for a new lantern. We found that it was. The lights and premises were not in the order in which the Chief Superintendent would have liked to see them.

ST. PETERS (FIXED WHITE RANGE.)

It was the intention of the Department to have built new towers at this station this summer. Tenders were called for, but, being notified by the Engineer of Public Works that a breakwater was in contemplation at that harbour, which would probably alter the course of the channel, the Department declined operation for a short time.

TRACADIE (FIXED WHITE RANGE TOWERS.)

This station was visited by me on the 3rd August. I found that the towers had to be shifted to suit the course of the channel. The lights were in good order and appeared well kept.

SOUTH RUSTICO (FIXED WHITE RANGE.)

A light was placed at this station in 1875, for the benefit of fishermen, and is well kept.

NORTH RUSTICO (FIXED WHITE) CHANNEL RANGE.

A new lighthouse was built at this station in the summer of 1876, which was visited by me on the 4th August. I found the lights in good order, and the building clean and satisfactory.

NEW LONDON (FIXED WHITE CHANNEL RANGE IN BUILDING RED.)

The keeper of this station, Mr. George McKenzie, who is a sea captain, a man of long experience, takes a great interest in the shipping at this harbour. On my visit on the 7th August, I found the lights and lighthouse most satisfactory.

MALPEQUE FISH ISLAND (FIXED WHITE WITH RANGE TOWER.)

The lighthouse in course of construction, mentioned in my last, at this station, was completed on the 20th August, and put in operation on the 1st September. The light in the old building has been maintained in good order up to the time of starting the new.

LITTLE CHANNEL (FIXED WHITE WITH RANGE TOWER.)

The new lighthouse and range tower at this station was completed on the 8th August, and put in operation on the 20th. It gives satisfaction.

CASCUMPEC, SANDY ISLAND (FIXED WHITE, RANGE TOWER RED.)

I visited this station on the 5th of June, and found, owing to the dryness of the season, that the sand had blown away from the stone wall of the lighthouse, which I had replaced, and had limbs of brush laid neatly around. The lights were satisfactory.

TIGNISH (FIXED WHITE RANGE.)

This light was put in operation on the 21st June, which gives every satisfaction and is a great boon to the fishermen of that place.

SUPPLIES.

One hundred casks of oil, containing 4,640 gallons, were consumed at the different stations under this Agency, during the past year, and the stations are being supplied with oil and all necessary acquirements for the ensuing year.

BUOY SERVICE.

The fifty spar buoys with anchors and chains complete, furnished last summer by Mr. Angus McDonald, of Pictou, N.S., under contract, I had distributed at the different harbours at the opening of navigation, and I learn that they will be very expensive, as they will require a schooner to place them in spring and lift them in the fall. The four large can buoys supplied by Messrs. Fleming & Son, of St. John, N. B., I had placed as follows:—one at the entrance of Charlottetown, one at Summerside, one at Cascumpec, and one at Georgetown harbours.

I have further to state that the sum paid for buoy service this year, under this Agency, is large, as the buoys supplied by the Local Government were completely worn out, and had to be replaced with new and larger ones. The service has also been increased by order of the Department. Two large can and one spar buoys have been placed at Miminigash, and one large can buoy on Gillis' Reef, West Point.

I have the honour to be, Sir,

Your most obedient servant,

WILLIAM MITCHELL.

Honorable **ALBERT JAMES SMITH,**
Minister of Marine and Fisheries,
Ottawa.

STATEMENT of Expenditure in connection with Construction of Lights,
Prince Edward Island, for the Fiscal Year ended 30th June, 1877.

		\$	cts.	\$	cts.
<i>Block House Light.</i>					
Jas. M. Butcher.....	Contract for building.....	3,213	40		
do	Paid freight of cases.....	5	00		
Wm. Lowe	Superintending building.....	60	00		
Hazard Bros.....	Freight of lantern.....	32	56		
E. Chanteloup.....	Glass, \$80; packing, \$6; outport entry, \$3.60.....	99	60		
Anglo-American Tele- graph Co.....	Telegrams.....	9	05		
				3,419	61
<i>Cascumpec Light.</i>					
James Keefe.....	Contract for building.....	1,900	00		
R. A. Clark	Allowances for inspecting building, &c.....	125	00		
E. Chanteloup	Lantern and lighting apparatus.....	769	16		
Jno. Gillis.....	Freight of lantern, &c.....	15	00		
				2,809	16
<i>Fish Island Light.</i>					
Thos. Fahey.....	Allowance for part of contract.....	169	08		
Richard Keefe	On account contract building oil shed	500	00		
E. Chanteloup.....	Lantern and lighting apparatus.....	768	41		
Jno. Sinclair.....	Hauling apparatus.....	8	00		
				1,445	49
<i>Little Channel Light.</i>					
Peter Millar.....	On account of contract.....	450	00		
E. Chanteloup.....	Lantern and apparatus.....	338	25		
Carvell Bros.....	Freight of lantern, &c.....	12	85		
P. E. I. Railway Co.....	Freight of materials.....	5	40		
				806	50
<i>Malpeque Light.</i>					
Richard Keefe.....	On account of contract.....	700	00		
Hazard Bros.....	Freight of lantern, \$5.10; and materials, \$21.80 ..	26	90		
Jno. Sinclair.....	Fifteen weeks inspecting.....	75	00		
Donald Cameron.....	Truckage.....	6	00		
Lancashire Insurance Co	Premium on insurance on lighthouse	11	50		
Wm. Stiggins.....	Making brass screws.....	7	40		
				826	80
<i>North Rustico.</i>					
P. Carroll.....	On account of contract.....			752	00
<i>New London.</i>					
Geo. McKenzie.....	Balance of contract for building.....	900	00		
E. Chanteloup.....	Lantern and lighting apparatus.....	513	42		
Jno. Brown.....	Inspecting erection.....	125	00		
Jno. Gillis.....	Freight of lantern.....	15	00		
				1,553	42
<i>Rustico Light.</i>					
P. Carroll.....	On account of contract.....	1,000	00		
do	Stone to protect foundation.....	45	00		
G. Rollins.....	Truckage of materials.....	12	00		
Jas. Houston.....	Inspecting erection.....	75	00		
E. Chanteloup	Lantern, apparatus and plate glass.....	493	42		
				1,625	42
Carried forward.....				13,238	40

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

		\$ cts.	\$ cts.
Brought forward			13,238 40
<i>St. Peter's Range Light.</i>			
E. Chanteloup.....	Lantern and lighting apparatus.....	356 73	
Carvell Bros.....	Freight on lighting apparatus.....	16 00	372 73
<i>Tracadie Lights (Two)</i>			
P. Carroll.....	Contract for building.....	800 00	
M. Campbell.....	Inspecting erection.....	65 00	
E. Chanteloup.....	Lighting apparatus.....	93 20	958 20
<i>Wood Island Light.</i>			
D. McMillan.....	On account of contract.....	1,425 00	
do	Sinking and stoning well, \$94; taking charge of building, \$20.....	114 00	
do	New iron floor under lantern, &c.....	49 00	
Neil McMillan.....	Freight of materials.....	16 00	
Duncan Taylor.....	Inspecting lighthouse in 1875.....	100 00	
G. Scantlebury.....	Making sash frames.....	10 00	1,714 00
<i>West Point Light.</i>			
Jas. Muggeridge.....	Balance of contract	509 59	
do	Extras	795 00	1,304 59
<i>General Account.</i>			
Wm. Mitchell.....	Travelling expenses.....	122 10	
Carvell Bros.....	Freight of supplies from Montreal.....	34 50	
Jac. Caven.....	Advertising in <i>Charlottetown Herald</i>	5 70	
Anglo-American Tele- graph Co.....	Telegrams.....	1 81	164 11
Total.....			\$17,752 03

WM SMITH,

Deputy Minister of Marine and Fisheries

JOHN TILTON,

Accountant.

STATEMENT of Expenditure in connection with the Maintenance of Lights,
Prince Edward Island, for the Fiscal Year ended 30th June, 1877.

		\$	cts.	\$	cts.
<i>Blockhouse Light.</i>					
A. McLaine.....	Twelve months' salary as Keeper.....	300	00		
do	Allowance for fuel.....	32	00		
Secretary of War	Rent of land on west side.....	4	87		
					336 87
<i>Cascumpec Light.</i>					
Asa McCabe.....	Twelve months' salary as Keeper.....	250	00		
do	Allowance for fuel.....	32	00		
F. Gallant	Freight and truckage.....	6	53		
					288 53
<i>Crapaud Light.</i>					
Percy Palmer.....	Twelve months' salary as Keeper.....				75 00
<i>East Point Light.</i>					
A. R. Beaton.....	Twelve months' salary as Keeper.....	250	00		
do	Allowance for fuel.....	32	00		
McDonald & Walker	Hardware, glass, etc.....	7	35		
					289 35
<i>Fish Island Light.</i>					
A. J. McLellan.....	Twelve months' salary as Keeper.....	250	00		
do	Allowance for fuel.....	32	00		
					282 00
<i>Little Channel Light.</i>					
Wm. Hardy	Twelve months' salary as Keeper.....	100	00		
Summerside Progress.....	Advertising for tenders.....		1 75		
					101 75
<i>Murray Harbour Light.</i>					
M. McFadyen.....	Twelve months' salary as Keeper.....	100	00		
Davies & McFadyen.....	Putting up posts, glass, iron repairs.....	12	45		
Jas. Penny	Removing range light.....	5	00		
					117 45
<i>New London Light.</i>					
Geo. McKenzie.....	Twelve months' salary as Keeper.....				100 00
<i>North Rustico Light.</i>					
Thos. G. Percy.....	Twelve months' salary as Keeper.....	100	00		
do	Hauling supplies.....	5	00		
					105 00
<i>North Cape Light.</i>					
Lewis McDonald.....	Twelve months' salary as Keeper.....	300	00		
do	Allowance for fuel.....	32	00		
do	Building stone wall under Keeper's dwelling.....	225	00		
E. Chanteloup	Twelve circular burners, chimneys, wicks, etc.....	242	06		
					799 06
Carried forward.....					2,495 01

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

		\$ cts.	\$ cts.
Brought forward			2,495 01
<i>Panmure Light.</i>			
W. McDonald	Twelve months' salary as Keeper.....	250 00	
do	Allowance for fuel.....	32 00	282 00
<i>Point Prim Light.</i>			
Michael McLeod	Twelve months' salary as Keeper.....	300 00	
do	Allowance for fuel.....	32 00	332 00
<i>St. Peter's Light.</i>			
W. W. McGrath	Twelve months' salary as Keeper.....	100 00	
R. W. Cox.....	Iron and blacksmith's repairs	3 08	103 08
<i>St. Andrew's Light.</i>			
Jos. Wightman.....	Twelve months' salary as Keeper.....	100 00	
do	Extra services during winter.....	25 00	
do	Completing breastwork	150 00	
do	Painting, etc.....	9 50	284 50
<i>Sea Cow Head Light.</i>			
Peter Ranaghan	Twelve months' salary as Keeper.....	250 00	
do	Allowance for fuel.....	25 00	
Ronald Campbell.....	Freight and truckage of lantern and supplies.....	15 62	290 62
<i>South Rustico Light.</i>			
Wm. Ford.....	Twelve months' salary as Keeper.....		100 00
<i>Summerside Light.</i>			
Patrick McVeigh.....	Twelve months' salary as Keeper.....	100 00	
Mills & Gaffney.....	Chimneys, wicks and burners.....	4 53	104 53
<i>Tracadie Light.</i>			
Michael Ready.....	Twelve months' salary as Keeper.....	100 00	
do	Truckage, etc., of supplies.....	6 00	106 00
<i>West Point Light.</i>			
Wm. McDonald	Salary as Keeper from 1st June, 1876, to 31st March, 1877.....	256 00	
do	Allowance for fuel	32 00	
do	Hauling oil.....	4 00	
P. E. Island Railway Co.	Freight of oil, paint, etc.....	4 20	296 20
Carried forward.....			4,393 01

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

		\$ cts.	\$ cts.
	Brought forward		4,393 94
<i>Wood Island Light.</i>			
Jas. McMillan	Six months' salary as Keeper, from 1st October, 1876, to 1st April, 1877.....	100 00	
do	Allowance for fuel.....	32 00	
			132 00
<i>General Expenses.</i>			
Wm. Mitchell.....	Rent of warehouse for use of stores, from 1st August, 1875, to 31st August, 1876	60 00	
do	Travelling expenses	111 71	
do	Paid freight, cartage and truckage of oil	13 83	
J. U. Gregory.....	To pay for 4,125 gallons petroleum oil, at 26c.....	1,072 50	
do	Paid for cartage, cooperage and labor.....	44 00	
W. McDonald.....	Hauling oil.....	4 00	
Owen Connolly	Wharfage and storage of oil.....	11 44	
Dodd & Rogers.....	Paint, chamois, brushes, cotton, glass, &c.....	220 29	
John Gillis.....	Delivering supplies at Block House, Point Prim, Murray Harbour, St. Andrews, Panmure, East Point, New London, &c., &c	220 00	
W. B. Allin.....	Sundry repairs.....	6 43	
R. S. McDonald.....	Expenses from Grand River to Charlottetown, respecting loss of schooner "Hector"	10 00	
Jno. Leslie.....	Two binocular glasses.....	24 12	
British American Bank Note Co.....	Printing, binding, &c., official cheque book.	19 98	
A. Hermans & Son.....	New turning pins, ruby glass, &c.....	7 30	
John Caven	Advertising tenders for lightship.....	2 50	
Patrick Cahill	Cases and packing supplies	15 75	
Summerside Journal	Advertising tenders for lightship.....	2 64	
Charlottetown Patriot	do do	1 75	
Prince Edward Island Steam Navigation Co..	Freight of lantern for Tignish.....	4 32	
			1,852 56
<i>Buoys and Beacons.</i>			
Thos. G. Bercy.....	Buoy service in North Rustico Harbour.....	115 00	
Wm. Batt	Fitting up, towing and placing bell buoy, Charlottetown Harbour.....	165 35	
Michael Walsh.....	Picking up at sea and mooring buoy carried away by ice.....	5 00	
Ronald Campbell	Buoy service, Summerside Harbour.....	76 00	
Geo. Foster	Ironing and mounting small and large buoys.....	291 82	
Peake Bros. & Co.....	Chain for mooring buoys.....	136 13	
Thomas Foley	Anchor for outside buoys, New London.....	32 84	
Edward Morrissey	Buoy weights	65 80	
Jno. B. Howlet.....	Buoy service, Georgetown Harbour.....	95 90	
Jas. Leard	do Tryon do	40 00	
Arch. Kennedy.....	Chains, shackles and paint.....	184 54	
H. W. Johnston.....	To pay for Trotman's anchor, chain, &c.....	318 29	
Jno. McLean.....	Placing temporary buoy, Charlottetown Harbour..	5 00	
Patrick Hann	Truckage and labour on spar buoys and moorings..	43 25	
P. E. Island Railway Co.	Freight on buoys, anchors, &c	104 80	
Jno. Duffy.....	Buoy service on Hillsboro' River.....	105 00	
Ewen McMillan.....	do West River.....	29 00	
H. McDonald.....	do Cardigan River.....	50 00	
D. McDonald.....	Fifty spar buoys delivered at Charlottetown.....	951 00	
Jno. Arsenaault....	Buoy service, Egmont Bay.....	50 00	
Carvell Bros.....	Freight, &c., on anchor and chain.....	18 39	
M. Campbell.....	Inspecting spar buoys	10 00	
	Carried forward.....	2,893 11	6,378 50

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

		\$ cts.	\$ cts.
Brought forward		2,893 11	6,378 50
<i>Buoys and Beacons.—Continued.</i>			
G. Fleming.....	Materials for buoys	472 38	
Jos. Jackson.....	Making five buoys	151 50	
Patrick Cahill.....	Labour	7 50	
Jno. Moore.....	Buoy service, Enmond and Percival Rivers.....	38 88	
D. McGougan.....	do Malpeque Harbour	105 56	
Jas Furness.....	do Orwell Bay.....	15 50	
Hugh Campbell.....	do Tracadie	50 00	
Paul Pasli.....	do Murphy's Point, Charlottetown	5 50	
G. McKenzie.....	do New London	44 50	
Wm. Millar.....	do Murray Harbour.....	47 00	
J. C. Hall.....	do South Rustico.....	20 00	
Geo. Wells.....	do Inside Cascumpec and Little Channel.....	150 49	
Wesley Myers.....	do Crapaud.....	140 00	
Jno. Gillis.....	do Charlottetown Harbour.....	225 50	
do	do East River, \$50; West River, \$35.....	85 00	
do	do Sundry Harbours.....	140 00	
Donald McKay.....	do South Rustico	31 80	
Richd. Jenkins.....	do Pownall Bay.....	40 00	
D. C. Campbell.....	do Montague River.....	30 00	
R. S. McDonald.....	do Grand River	60 00	
Chas. Doyle.....	do Rollo Bay.....	32 50	
Geo. Coombs.....	Rent of warehouse, &c., for buoys	33 00	
do	Wharfage and carriage of supplies.....	12 70	
Neil McLeod.....	Buoy service, Pinette Harbour.....	15 00	
Alex. Halloran.....	do Souris do	86 50	
Richd. Moran.....	Anchor for buoy	11 55	
Thos. McKenzie.....	Repairs to bell buoy	12 75	
Jas. Heartz.....	Reducing buoy stones.....	12 00	
W. W. Stymest.....	Making buoys, Cascumpec and Malpeque.....	252 42	
Jno. Furness.....	Buoy service, Vernon River.....	60 50	
Thos. Flenyur.....	Blacksmith's work	25 37	
Jas. F. White.....	Three buoy chains and anchors, Cascumpec and Little Channel.....	75 00	
do	Hauling do do do	12 00	
Albert Anderson.....	Making and maintaining buoys, St. Peter's Harbour.....	43 00	
Total			5,438 51
			\$11,817 01

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant.

 APPENDIX No. 6.

REPORT OF THE AGENT FOR BRITISH COLUMBIA OF THE DEPARTMENT OF MARINE AND FISHERIES, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1877.

 BRITISH COLUMBIA AGENCY,
 VICTORIA, August 20th, 1877.

SIR,—I have the honour to forward, for your information, the Annual Report of this Agency of your Department for the fiscal year ended 30th June, 1877.

LIGHTHOUSE AND COAST SERVICE.

I may premise by stating that, in consequence of instructions received from the Department, little or no repairs have been made to light stations during the past fiscal year, beyond what was absolutely necessary to prevent premature destruction of property. The lighthouse on Entrance Island has been a source of trouble for some time, an extensive leak in the building, the water penetrating at the upper portion under the roof of the tower, and finding its way down on the southern face to the second and first floor. Mr. A. Fenney has been employed to discover the faulty part and has partially succeeded, but in heavy rainy weather the water still penetrates and spreads over the ceiling of the first floor.

POINT ATKINSON.

The keeper of this lighthouse, Mr. E. Woodward, sent in his resignation, giving a month's notice, on the sixth of June last; he was temporarily succeeded by Mr. Wellwood (awaiting the appointment of the Department, since confirmed), a man whom I believe will prove himself a careful and vigilant keeper. No repairs whatever have been made at this station, beyond some slight repairs to the lamps. This station is poorly off for spare lantern gear, in consequence of some accidental circumstance explained in my previous correspondence with the Department—a circumstance that will doubtless soon be remedied, as I have received advice that new lamps, burners and chimneys are on the way to this port from Montreal.

FRASER RIVER LIGHTSHIP

Moored off the sand heads of Fraser River, has held her position and met with no serious accident during the past fiscal year. No repairs have been made to this vessel beyond the resources of the keepers. The vessel was painted inside and outside and kept in good and cleanly order. The moorings were examined and a new length of chain attached to the swivel to both chains. It was unnecessary last year to remove the position of the lightship; the sands, however, have made to such an extent in the immediate locality of the lightship's present moorings, that it will be necessary to move her at least half a mile to the westward, and nearer to the present entrance to the channel in the sands.

BEREN'S ISLAND (VICTORIA) LIGHTHOUSE.

This light station, situated at the entrance of Victoria Harbour, shows a blue light and is of great service to the coasting class of vessels frequenting Victoria harbour. The building is large enough for the purposes for which it is intended, namely a harbour light. The building has one small bedroom and a kitchen or living room. The

present keeper, Mr. Cox, has a wife and four children, and he has made application through me to the Department, and, I believe, also through the district members of the Dominion Parliament, asking for another room to be attached to the main building. If it should meet the pleasure of the Department to grant Mr. Cox's request it would certainly be a great boon, for, under the circumstances, it is much required.

It was necessary, last November, to put on a new canvas roof to the tower, as the rain water was blown through the old covering and found its way to the compartments below.

FIGSARD LIGHTHOUSE, ENTRANCE OF ESQUIMALT.

This lighthouse occupies an important position as indicating the entrance to the naval station of Esquimalt. Both by night and day, the tower being painted white, is a conspicuous object to vessels when rounding Race Rocks; at night a fixed bright light is exhibited but when vessels are approaching too close to the Vancouver shore the light changes from bright to red. In February last, Mr. Humber was employed to strip off the old mortar from the inside of the tower, which was in many places broken and continually wet during damp weather, causing condensation of water and obstructing the light. The panes of the lantern were continually covered with moisture. It was subsequently found necessary not only to strip off the mortar but also the lathing and slats, and the whole inside of the tower was plastered with good Portland cement and afterwards painted by the keeper. The work on the inside of the tower is the only repair that has been made to the main building at this station for the past fiscal year. The keeper has kept the station painted and in good order. In the early spring, during a south east gale, the old landing slip consisting of six heavy pieces of square timber braced together, ballasted and bolted down to the rocks, was so much worm-eaten and destroyed that the entire fabric collapsed; it was useless to attempt to repair it. A plan of a small wharf was prepared and submitted to the Department for approval. In due course authority was received to accept Mr. Walker's tender for construction, his being the lowest. The wharf has been erected in accordance with the plan and specification, but Mr. Walker informed me that notwithstanding he had finished the work according to his engagement he had not made wages at the work.

RACE ROCKS.

This light station nine miles south of the harbour of Esquimalt, may be considered the most important in the Province of British Columbia.

I received a memorial numerously signed by principally American ship masters praying the Department to construct a fog-whistle on Race Rocks, which I had the honour to forward for your consideration under date February 12th, 1877. The reply I was instructed to convey to the signers of said memorial was duly forwarded to the Collector of Customs at Port Townsend, and by him published in one or more of the Puget Sound papers. I would respectfully again beg leave to impress the necessity for this work at the earliest date compatible with public interests.

A kitchen 17 by 14 has been constructed at this station, thus giving to the keeper, who has a large family, the use of the room formerly used in the main building for this purpose. Some slight repairs were made to the roof of the dwelling-house where it is connected to the tower. No other expense beyond the necessary maintenance has been incurred at this station for the past fiscal year.

CAPE BEALE LIGHTHOUSE.

This station, situated on the west coast of Vancouver's Island, thirty miles outside Cape Flattery, and about one hundred miles from Victoria, gives a brilliant light, and, in the opinion of many mariners, is a superior light to that of Cape Flattery. Since the alterations in the position of the lamps no complaints have been made with reference thereto; in fact it would be next to impossible for any mariner having rational faculties to mistake one light for the other, as Cape Beale light is a revolving light, shewing distinct flashes between intervals of total darkness, while Cape Flattery is a bright fixed light.

No expense has been incurred at this station further than the absolute expenditure for maintenance and salaries.

BUOYS AND BEACONS.

FRASER RIVER SAND HEADS.

The annual survey of the channel on the Sand Heads and the labour of cleaning and painting the buoys were commenced in the month of September last, under the superintendence of Mr. James Jolly, Master of the Lightship.

In consequence of receiving notice from Mr. Robson, Paymaster Canadian Pacific Railway Survey, that the services of the Dominion steamer would be required to convey a survey party from Dean's Canal to Victoria, orders were sent to the Lightship to intercept the steamer with instructions from me to return to Victoria. On October 10th the service on the Sand Heads was resumed, and on the 16th of the same month it was necessary for the steamer to leave for Victoria to prepare for Bute Inlet to bring down Mr. Gamsby's party. On October 25th the service on the Sand Heads was again resumed and completed on the 7th November. The buoys were all scraped, cleaned and repainted, new chains and moorings were applied where necessary. During the past fiscal year one of the iron buoys drifted from its moorings and was ultimately picked up by two men on the American shore, round Point Roberts, of which they held possession until the Dominion steamer could be spared to convey the buoy to New Westminster. They claimed salvage of fifty dollars, which was paid by Mr. Cunningham, M.P., of New Westminster.

The channel over the sands for the past twelve months continued to scour to the northward, and more tortuous now than ever before. The bar, formerly on the Sand Heads, is now about five miles up from the river mouth. From ten to fifteen years ago vessels drawing nineteen feet have reached New Westminster, crossing the bar at high water; at the present time it would not be unattended with danger to attempt to take a vessel to or from New Westminster with a draught greater than fourteen feet. If, in the course of events, it should be found desirable to improve the port of New Westminster, it could, in my opinion, be practically done by a system of screw piles on each side of a direct course from the mouth to deep water, thus forming a barricade on each side of the channel. The channel thus marked out, with a steamer having an appliance attached to her stern that could be lowered and raised similar to the buckets of a dredge, with a revolving barrel studded with spikes to cut up the sand at the bottom would be sufficient for the ebb tide to carry away the sand into the Gulf; by this arrangement a channel over the sands could be kept open and clear if used for three or four weeks after every freshet. The channel, as it now exists, is, in consequence of the ebb and flow of the tide, running in the Straits of Georgia at right angles to the current of the river. There are also one or two localities in the river that could be materially improved by artificial assistance. The suggestions I have now made are only intended as a contingent upon the probable necessity arriving by the development of the resources of the mainland.

BUOYS, BURRARD INLET.

An iron Nunn buoy, moored off English Bay, was lifted, moorings examined and the buoy repainted and replaced in position. A spar buoy was placed on Burnaby Shoal, but has since been swept away presumably by a steamer towing a boom of logs. The Harbour Master at Burrard Inlet reported the facts of the case, and I personally enquired into the matter, but could gather no information respecting it.

BUOYS, NANAIMO HARBOUR.

The buoys in the Harbour have been kept in repair, painted, and in their proper positions; new moorings have been supplied when required. The debris of the iron beacon from Walker Rock has been repaired and fixed upon a dangerous rock in the harbour, known as "Beacon Rock."

BAYNE'S SOUND.

Spar buoys have for the first time, by instructions from the Department, been placed in position in Bayne's Sound. Leading marks have also been constructed on the main shore of Vancouver Island for crossing the bar; a tract of bush land has been cleared and planks whitewashed, secured to trees forming when in line and in centre of channel, an upper and lower St. Andrew's Cross, distinctly visible at a distance of six miles.

The Baynes Sound Coal Company have not as yet been as successful as anticipated, inasmuch as the preparations made for shipping coal have been somewhat premature in consequence of a fault in the coal measure. The Directors are, however, sanguine that the shipments will soon be made.

BUOYS, VICTORIA HARBOUR.

The buoys in this Harbour are small iron buoys, too small for the service in dark nights. Two new buoys were placed in the outer positions, and the inner buoys have been kept in their places, painted, and in tolerable order. It will, however, be soon necessary to substitute other buoys for those now in use, as they were made originally of thin iron, and the constant corrosion renders them now almost unfit for use, one or more frequently sink, and an expense for repair is incurred in consequence of their worn-out condition.

MARINE HOSPITAL.

This institution has continued to give succour and aid to sick mariners. The Hospital is kept scrupulously clean by the Keeper, Mr. Wood, having the assistance of his wife. I have much pleasure in bearing testimony to the careful management of Mr. Wood, and I can state, without fear of contradiction, that the Marine Hospital will compare favourably with any institution of the same character in the Province. If all the patients that are treated were forwarded to the Hospital, the ward now occupied would scarcely contain them. The distance, however, from Nanaimo, Departure Bay and Burrard Inlet, and the inconvenience, irregularity and expense of transport precludes the possibility of doing so, except in extreme case of debility or accident. The medical gentlemen of the ports mentioned have agreed to attend cases at a moderate charge. At Burrard Inlet occasionally as many as ten or twelve ships are loading and awaiting cargoes, and at Nanaimo and Departure Bay frequently seven or eight ships, all of large tonnage. The greatest drawback to the Marine Hospital at Victoria is the want of a supply of water. Provision was made to catch the water in a cistern built under the roof, calculated to contain twenty-five hundred or three thousand gallons. It has, however, been pronounced by competent persons to be unsafe to the walls of the building to allow this quantity in the cistern at one time. There is also another cistern walled and cemented, about seven feet deep, and seven feet diameter, holding when full about 2,200 gallons. This supply for a dry season is quite inadequate, and recourse is obliged to be had to the water cart. The grounds have been planted with evergreens and shrubs, and round the outside fencing a row of maple trees.

I respectfully beg leave to draw your attention to the fact that the present Lunatic Asylum abuts on the premises in the rear of the Marine Hospital. Attached to the Lunatic Asylum is a promenade ground or yard of about one acre. It would be very desirable that the enclosure referred to should be ceded to the Marine Hospital for the benefit of convalescent patients, and as the new Lunatic Asylum situated at New Westminster will probably soon be occupied, overtures should be made to the Provincial Government to convey the enclosure to the Dominion Government for the benefit of the Marine Hospital. Dr. Davie, the medical officer of the institution, and myself, have conferred together on the desirability of securing this piece of land, and probably he will allude to it in his annual report. A closet has been constructed under the stairs at the main entrance for the reception of sick mariners' effects. The lead pipes leading from the cisterns to the boiler and kitchen have been repaired, and a few other small matters in connection with the outside

premises have been attended to. Mr. Wood has represented to me that he suffers much inconvenience in consequence of no wash-house having been provided. The kitchen is not large enough, neither would it be desirable to convert the kitchen into a lavatory. It certainly would appear to be a great oversight that in planning an institution of this character, no provision should have been made for a common necessity.

I beg to append a statement shewing the export of coal and lumber from British Columbia ports for the fiscal year, ended 30th June, 1877:—

COAL: Tons, 102,830; value, \$520,109.

LUMBER: Value, \$387,042.

In consequence of the glutting of the San Francisco market, and the subsequent strike of the miners at the Wellington Colliery, the export of coal does not compare favorably with the previous year.

The Inspector of Steamboats and Inspector of Fisheries will each forward their Report for your information.

WRECKS.

Not a single life has been lost from shipwreck in this Province, so far as known, for the fiscal year ended 30th June last.

Slight casualties of vessels stranding have occurred, of which particulars have been duly forwarded.

THE DOMINION STEAMER

“Sir James Douglas” has been kept employed profitably and usefully to the Department, and has rendered good service to the Government.

I beg to append an extract from the log, for the fiscal year ended 30th June last, kept by Captain Devereux, all of which is respectfully submitted for your information.

I have the honour to be, Sir,

Your most obedient servant,

JAMES COOPER,
Agent.

Extract from Log of Government Steamer “Sir James Douglas.”

July 1 to 16, 1876.—Lying at Victoria. Cleaning, painting, scraping and tarring, and generally refitting ship.

July 17.—9 a.m., left Victoria with coal scow in tow. 8:30 p.m., arrived at Nanaimo, and made fast to Harewood’s Coal Wharf.

July 18.—At Nanaimo received 91 tons of coal from the Harewood Coal Company, and anchored scow off the wharf. 4 p.m., placed the steamer on the beach, in order to examine her bottom, and blew the water out of the boiler.

July 19.—At Nanaimo. Crew employed digging under the ship’s bottom, and nailing copper on keel. At high water, swung ship and replaced her on the beach for further operations.

July 20.—Hands employed scrubbing bottom and nailing copper on keel. At high water hauled off the beach, and anchored in five fathoms water.

July 21.—Hauled scow alongside and filled the bunkers with coal, pumped the boiler up, and prepared for sea.

July 22.—3 a.m., left Nanaimo with coal scow in tow. 5:30 a.m., arrived at Victoria, and moored ship.

July 23 and 24.—At Victoria. Hands employed filling coal sacks for Fisgard Lighthouse, and cleaning ship.

July 25th.—Left Victoria at 9 a.m., and delivered ten tons of coal to Fisgard Lighthouse. Noon, returned to Victoria and took in supplies for Mr. Gamsby’s party at Bute Inlet.

July 26.—8 a.m., left Victoria for Bute Inlet with the storekeeper and supplies for Mr. Gamsby's party of Railway Surveyors. 9.30 p.m., anchored in Tribune Bay, Hornsby Island.

July 27th.—6 a.m., left Tribune Bay and called at Comox for mails left there for the Surveying party. 8.30 p.m., anchored in Waddington Harbour at the head of Bute Inlet, in ten fathoms water.

July 28.—Landed the supplies and Storekeeper, and received Mr. Fleming, Depot Agent, as passenger. Noon, left Waddington Harbour on return to Victoria; 7.50 p.m., strong south-east gale, with rain; ran back and anchored in Drew Harbour at the head of Gulf of Georgia in eight fathoms water.

July 29.—Strong south-east gale, with rain. Anchored in Drew Harbour.

July 30.—6 a.m., left Drew Harbour and proceeded down the Gulf of Georgia. 8 p.m., anchored in Maple Bay in eight fathoms water, and landed Mr. Fleming, Depot Agent.

July 31.—6.30 a.m., left Maple Bay. Noon, arrived at Victoria; moored ship, washed decks and spread awnings.

August 1 and 2.—At Victoria. Hands employed filling sacks with coal for Marine Hospital; 8 p.m., left Victoria to render assistance to steamer "Grappler," ashore on Darcey Island. 10 p.m., arrived at the Island; ran out a hawser to the steamer and tried to tow her off the rocks, but failed to move her.

August 3.—2 a.m., returned to Victoria and moored ship; delivered fifteen tons of coal from scow to Marine Hospital, and discharged remainder on wharf.

August 4.—Employed taking stores for the Lighthouses. 2 p.m., left Victoria with coal scow for Nanaimo; 3 p.m., stopped in McNeil's Bay and received Captain Cooper on board; 6.30 p.m., anchored scow off Darcey Island, and ran out a hawser to steamer "Grappler," towed her off the rocks to a small cove on south-west side of Island, and proceeded with scow in tow; 10 p.m., anchored in Village Bay, Active Pass, in eight fathoms water.

August 5.—8.30 a.m., anchored coal scow in Village Bay and proceeded thence to Sand Heads, Fraser River. Sounded the channel and laid temporary buoys to mark the alterations made by the last freshet; Capt. Cooper directing the operations; 9.30 p.m., arrived at New Westminster and made fast to wharf.

August 6.—5.30 a.m., left New Westminster for the Sand Heads; 8 a.m., grounded on the sand at the mouth of the River; 4.30 p.m., floated off and steamed over the Sand Heads; 8.30 p.m., anchored in Village Bay, Active Pass.

August 7.—6.30 a.m., left Village Bay, with scow in tow, for Nanaimo; 11 a.m., placed the scow under the Wellington Coal Wharf, Departure Bay, and proceeded thence to Entrance Island; delivered thirty cases of coal oil at Lighthouse and proceeded thence to Point Atkinson, delivered twenty cases of coal oil at that lighthouse and returned to Nanaimo with Capt. Cooper; 10.30 p.m., towed coal scow from Departure Bay and anchored at Nanaimo for the night in five fathoms water.

August 8.—4 a.m., left Nanaimo with coal scow in tow *en route* for Victoria. 2.30 p.m., landed Capt. Cooper in McNeil Bay; 3.30 p.m., arrived at Victoria and moored ship.

August 9.—At Victoria. Hands employed coaling ship and preparing generally for the reception of the Governor General; one extra seaman employed.

August 10.—At Victoria. Hands employed washing paintwork and generally cleaning ship; two extra men employed.

August 11 to 15.—At Victoria. Hands employed scrubbing awnings, cleaning bilges and painting ship.

August 16.—10 a.m., left Victoria for Esquimalt. H.M.S. "Amethyst," with the Governor General, having arrived during the night; 11 a.m., stopped at Esquimalt and reported on board the Flagship. Noon, His Excellency the Governor General and Staff, with the Countess of Dufferin and Commodore Chatfield, inspected the ship; 1 p.m., His Excellency landed at Esquimalt under a general salute from the Flagship; 2 p.m., returned to Victoria with members of the eastern press and His Excellency's baggage and servants.

August 17 to 20.—At Victoria. Waiting on the Governor General.

August 21.—At Victoria. Hands employed filling sacks with coal as an extra supply, in order to accompany the "Amethyst" on her trip with the Governor General.

August 22.—3 p.m., left Victoria for Esquimalt with the Governor General's Private Secretary; employed an extra steward; 6 p.m., returned to Victoria.

August 23.—5 p.m., left Victoria for Esquimalt with His Excellency's baggage, and delivered it on board the Flagship; 7 p.m., returned to Victoria.

August 24.—6 a.m., left Victoria for Nanaimo, having on board as passengers Capt. Cooper, Messrs. St. John, Horton and Stillson, members of the eastern press; also M. Blenkinsop, Indian Interpreter. Employed an extra engineer and a cook. 2 p.m., arrived at Nanaimo and anchored in five fathoms water; 4 p.m., H.M.S. "Amethyst" arrived with the Governor General and Staff.

August 25.—10 a.m., His Excellency and Staff landed at Nanaimo; received from the Flagship a complete set of signals and a signalman. Noon, left Nanaimo for Tribune Bay; 4.45 p.m., anchored in Tribune Bay, Hornby Island, in seven fathoms of water; 5.15 p.m., H.M.S. "Amethyst," with His Excellency and Staff, arrived.

August 26.—Weather dark and cloudy, with fog; 12.30 a.m., left Tribune Bay for Waddington Harbour, Bute Inlet; 12 noon, arrived at head of Bute Inlet, "Amethyst" three miles astern, signalled to approach the Homathco River to a safe distance; 12.15 p.m. ordered to close on Flagship. Returned down the Inlet *en route* to Cameleon Harbour; 4.30 p.m. passed Arran Rapids; 6 p.m. struck on a sunken rock off Bruce Point, entrance of Cameleon Harbour. The chart showing 6, 14 and 21 fathoms water all round it; 7 p.m. communicated with the Flagship and left Cameleon Harbour for Safety Cove, Fitzhugh Sound. Thick rainy weather all night.

August 27.—A.M., similar weather. Passed through Johnstone Straits and Goletes Channel; 10 a.m., stopped in Queen Charlotte Sound and communicated with steamer "Grappler" bound for Victoria; 1 p.m., anchored in Safety Cove in thirteen fathoms of water; 7.30 p.m., "Amethyst" arrived.

August 28.—1.15 a.m., left Safety Cove for Bella Bella; 3.00 a.m., thick fog; 6 a.m., entered the Lama Pass; 7 a.m., similar weather; engines stopped occasionally 8.30 a.m., anchored at Bella Bella in 12 fathoms water and commenced coaling ship; 10.30 a.m., the Flagship with His Excellency and Staff passed Bella Bella; noon, left Bella Bella for Carter Bay, Millbank Sound; 6.30 stopped in Carter Bay and communicated with Flagship and left again for Skeena River; midnight, crossed Wright's Sound.

August 29.—2 a.m., dense fog; stopped the engines; 4 a.m., weather clearing, entered Granville Canal; 7 a.m., stopped and communicated with steamer "California" from Sitka *en route* for Victoria; 9 a.m., anchored near Marra Island, at the mouth of Skeena River, in ten fathoms water; 1.30 p.m., "Amethyst" hove in sight; weighed anchor; 2 p.m., received orders from Flagship to proceed slowly in advance in order to lead the way to Metlah Catlah; drizzling rain with thick fog at times; 6.30 anchored in Metlah Catlah Harbour in nine fathoms water; communicated with the Flagship and the Indian Mission on shore.

August 30.—9.30 a.m., weighed anchor and took their Excellencies and Staff in the Commodore's barge and gig up to the mission; 10.30 anchored in four fathoms water off the village; 1.30 p.m., returned to the Flagship with Vice Regal party; 1.45 p.m., received the Vice Regal party on board and proceeded to Fort Simpson; 4.40 p.m., landed the party at Fort Simpson; 5.40 p.m., left Fort Simpson on return to Metlah Catlah; 8.30 p.m., returned their Excellencies to the "Amethyst" and anchored in nine fathoms water for the night.

August 31.—Daylight, thick fog; 9 a.m., weather clearing, left Metlah Catlah in company with the Flagship *en route* for Skidegate, Queen Charlotte's Island; noon, ran through the Eyde Pass into Hecate Strait; 6.30 p.m., crossed Skidegate Bar; 8 p.m., anchored off the village in nine fathoms water and communicated with the "Amethyst."

September 1.—9 a.m., left Skidegate Harbour for Cape Scott *en route* to Victoria; noon, found the latitude by meridian altitude. Fine weather with a heavy swell. Set all sail; midnight, similar weather. Took several altitudes of the polar star to ascertain the latitude.

September 2.—A.M., weather thick and hazy with an overcast sky; 6 a.m., fog with drizzling rain; 7 a.m., made Cape Scott Islands bearing S.E. by E. $\frac{1}{2}$ E.; 7.30 a.m., observed the "Amethyst" on port-beam steering in for the land; 8 a.m., thick fog; lost sight of "Amethyst"; 10 a.m., observed the "Amethyst" hove to, head off shore; received orders to proceed in advance of her under easy steam towards Nahwitti Bar; 11 a.m., thick fog, kept up communication by means of steam whistles and signal gun; noon, observed the land ahead; 1 p.m., made Hope Island and Cape Commerill; 1.30 p.m., weather clear, passed Nahwitti Bar; 7.30 p.m., stopped at Alert Bay, and took in seven cords of wood; 9 p.m., left Alert Bay for Burrard Inlet with orders from the Governor General.

September 3.—8 a.m., passed through Seymour Narrows, weather calm and fine; 7 p.m., arrived at Burrard Inlet, communicated with the shore, and left again for Victoria; 10 p.m., passed H.M.S. "Rocket" off Fraser River Lightship.

September 4.—4 a.m., arrived at Victoria, anchored and hauled the coal scow alongside; 6 a.m., commenced coaling; 10 a.m., received mails and dispatches for His Excellency the Governor General; noon, left Victoria for New Westminster; stopped at McNeil Bay, and received Capt. Cooper on board; 6 p.m., stopped at Fraser River Lightship, and received orders to proceed to Burrard Inlet; 9 p.m., arrived at Burrard Inlet and anchored in nine fathoms water. Delivered His Excellency's mails and dispatches. H.M.S. "Amethyst" and "Rocket" in port.

September 5.—9.45 a.m., Received on board their Excellencies and Staff, and proceeded to English Bay; 10.30 a.m., landed the Vice-Regal party at a logger's camp; noon, returned to the "Amethyst;" 1 p.m., landed the members of the Press at Hastings, on the road to New Westminster; 2 p.m., towed the Commodore's and gig with the Vice-Regal party to Hastings; 3 p.m., received His Excellency's baggage and left for New Westminster; 8 p.m., arrived at New Westminster, and delivered baggage to steamer "Royal City."

September 6.—11.30 a.m., left New Westminster for Victoria; 2 p.m., stopped at the lightship and made fast to her; 2.45 p.m., left again for Victoria; 7.30 p.m., stopped at McNeil Bay, and landed Capt. Cooper; 8.30 p.m., arrived at Victoria and moored ship.

September 7 to 11.—At Victoria, coaling, cleaning and scrubbing ship, scraping masts and holystoning decks.

September 12.—10 a.m., left Victoria for New Westminster, stopped at McNeil Bay and received Capt. Cooper; 4 p.m., stopped at the lightship and received Capt. Jolly on board; 8 p.m., arrived at New Westminster and made fast to wharf.

September 13.—At New Westminster. Employed holystoning decks and scrubbing awnings; 5 p.m., left New Westminster; 7.30 p.m., anchored at the mouth of the river, in five fathoms water.

September 14.—10 a.m., weighed anchor and sounded the channel over Sand Heads; 11 a.m., anchored inside lightship; 1.30 p.m., steamer "Royal City" arrived, received His Excellency and suite on board, and set on full speed for Victoria; 6 p.m., heavy rain, arrived at Victoria and made fast to Hudson Bay Company's wharf; landed their Excellencies and suite, delivered the baggage and discharged the extra crew.

September 15.—3.45 p.m., left Victoria for Esquimalt, with His Excellency the Governor General's aide-de-camp; 6 p.m., returned to Victoria with aide-de-camp, orderlies, servants, baggage, etc., and moored ship.

September 16.—At Victoria. Hands employed filling sacks with coal for Cape Beale Lighthouse.

September 17 and 18.—At Victoria. Hands employed rigging shears on coal scow, and preparing gear to lift the buoys.

September 19.—11 a.m., left Victoria for Esquimalt with party to be present at driving of first pile of dry dock; 4 p.m., returned to Victoria.

September 20.—5.30 p.m., left Victoria for Esquimalt with Her Excellency the Countess of Dufferin and attendants; 6.50 p.m., returned to Victoria and took in His Excellency's baggage and servants; 8 p.m., delivered all on board H.M.S. "Amethyst," and left again for Victoria; 9 p.m., moored ship.

September 21.—10.45 a.m., left Victoria with party to escort His Excellency the Governor General out of Esquimalt, on his return to Ottawa; noon, left Esquimalt in company with "Amethyst," under a general salute from the Battery; 1 p.m., parted company with the "Amethyst;" 2 p.m., returned to Victoria.

September 22.—Hands employed in coaling ship and taking in stores for Cape Beale Lighthouse.

September 23.—Left Victoria for Cape Beale; 4.30 p.m., passed the lighthouse; too much sea to land; 5 p.m., anchored in Dodger's Cove.

September 24.—7.30 a.m., left Dodger's Cove and ran up Barclay Sound in search of Indians to assist in landing coal and stores; 3 p.m., anchored in Clifton Cove, Tzaartoos Island, and moored for the night.

September 25.—6.30 a.m., left Clifton Cove for Cape Beale, with Indians and two canoes; 8 a.m., stopped off the lighthouse, landed Capt. Cooper, and commenced discharging stores; 1 p.m., finished discharging coals, stores, &c., and ran back to Dodger's Cove until evening; 7 p.m., ran out to sea in order to observe the light at different distances from land, and set on full steam for Victoria.

September 26.—3 a.m., thick fog, slowed the engines; 7 a.m., similar weather, stopped engines; 7.30 a.m., arrived at Victoria and moored ship.

September 27.—7.30 a.m., left Victoria with scow in tow, *en route* for Nanaimo and Sand Heads, in order to replace Fraser River buoys; 6 p.m., anchored at Nanaimo.

September 28.—Hands employed taking in mooring stones and trimming coal.

September 29.—9.45 a.m., left Nanaimo for Fraser River; 3.15 p.m., stopped off the lightship, and received orders to return to Victoria; midnight, arrived and moored ship.

September 30.—Filled bunkers and took in 300 sacks of coal on deck; 7.30 p.m., left Victoria for Kamsquit, head of Dean's Canal.

October 1.—5 a.m., stopped at Nanaimo and took in supply of fresh water; 7.30 a.m., left Nanaimo; 8 p.m., anchored for the night in Otter Cove, Johnstone Strait.

October 2.—5 a.m., left Otter Cove and proceeded northward; 8 a.m., thick fog, running along the land; noon, thick fog, stopped at Alert Bay; 3.30 p.m., weighed and steamed northward, weather clearing; 6.30 p.m., thick fog in Goleta's Channel, anchored at Fort Rupert.

October 3.—A.M., thick fog, anchored in Beaver Harbour, Fort Rupert; 12, noon, weather clearing, weighed anchor and set on slowly along the land; 2 p.m., set on full speed for Queen Charlotte's Sound; 8.40 p.m., anchored in Safety Cove, Fitzhugh Sound.

October 4.—3.45 a.m., left Safety Cove for Deane's Canal; 4p. m., anchored at Kamsquit. Took in six cords of firewood, and filled up with fresh water; 7 p.m., received Mr. Jenning's party on board, 38 men, all told.

October 5.—5.30 a.m., left Kamsquit for Victoria; weather fine and clear. Steamer running day and night.

October 6.—3 a.m., passed Alert Bay; 1.30 p.m., passed Seymour Narrows; 6 p.m., passed Hornby Island; too much wind to anchor in Tribune Bay. Midnight, cloudy weather, with fog over the land.

October 7.—3.30 a.m., observed Fraser River Light, bearing N.N.E. Hove to till daylight; thick fog over the land; 6.30 a.m., set on full speed for Victoria; 1.30 p.m., arrived at Victoria, landed the Surveyors, and moored ship.

October 8 and 9.—At Victoria. Coaling ship, and receiving chains for Fraser River Lightship.

October 10.—7.30 a.m., left Victoria with scow in tow for Nanaimo and Fraser River; 7.45 p.m., anchored in Nanaimo Harbour in five fathoms of water.

October 11.—At Nanaimo; received 70 tons of coal.

October 12.—6 a.m., left Nanaimo with scow in tow for Fraser River; 12.30 p.m., stopped off the Lightship, and took on board Captain Jolly to conduct operations. Too much sea on to work at the buoys; ran up to New Westminster, and got spare buoy alongside.

October 13.—6 a.m., left New Westminster; 8 a.m., anchored of the mouth of the River and commenced filling sacks with coal for Lightship. Thick fog during greater part of the day. Secured scow alongside for buoy service.

October 14.—Daylight, thick fog; 7 a.m., weather clearing, weighed anchor and ran out to Lightship; received orders to be at the head of Bute Inlet by the 20th prox. Delivered 17½ tons of coal to Lightship, and renewed 15 fathoms of chain on each cable; 5 p.m., left Lightship for mouth of River; 6.30 p.m., thick weather, with heavy rain; grounded on east side of Channel, near red top buoy; high water, floated off and anchored.

October 15.—Weather clear and fine; employed sounding the Channel, and relaying buoys; 7 p.m., anchored at the mouth of the River in five fathoms water; thick fog.

October 16.—6.30 a.m., weather clearing; weighed anchor and returned to Sand Heads, weighed and replaced the two outer buoys; 4 p.m., too much wind and sea to work, left the Sands for Victoria, in order to be at Bute Inlet on the 20th prox. to receive Mr. Gamsby's party of Surveyors. 7 p.m., anchored in Village Bay, Active Pass.

October 17.—6 a.m., left Village Bay, with scow in tow for Victoria; 1 p.m., arrived and moored ship. Hands employed coaling ship and taking in water and provisions for Bute Inlet.

October 18.—7 a.m., strong south-east gales, with rain. Left Victoria for Bute Inlet; 5.30 p.m., wind veering westward, with rain and threatening weather; anchored in Nanoose Harbour in thirteen fathoms water.

October 19th.—6 a.m., left Nanoose Harbour; 5 p.m., strong north-west winds with rain; anchored in Douglas Bay, Arran Rapids, in seven fathoms water.

October 20.—6 a.m., left Douglas Bay and passed through Arran Rapids; 11.30 a.m., anchored in Waddington Harbour, Bute Inlet; 5 p.m., received on board Mr. Gamsby's party, consisting of thirty-two men, all told.

October 21.—4 a.m., left Waddington Harbour for Victoria; 6 p.m., anchored in Tucker Bay, Lasketi Island, in fifteen fathoms water. Strong south-east gale, with rain.

October 22.—Strong south-east gale, with rain: 10 a.m., weather clearing, weighed anchor and left Tucker Bay; 9 p.m., arrived at Victoria and landed the Surveyors.

October 23 and 24.—At Victoria, discharging Surveyors' stores, and coaling ship.

October 24.—7.40 a.m., left Victoria with the scow in tow for the Fraser River; 3 p.m. south-east gale, with rain; anchored in Village Bay, Active Pass, in eleven fathoms water.

October 26.—5.30 a.m., weather moderating; left Village Bay with scow in tow; 7 a.m., wind increasing to a gale; put back to Active Pass, and anchored in Miner's Bay in eight fathoms water.

October 27.—9 a.m., weather clearing; left Miner's Bay for the Sand Heads, and took the two inside buoys up for painting; 5.30 p.m., anchored at the mouth of the river in 4½ fathoms water.

October 28.—6 a.m., weighed anchor, and took up three more buoys, and ran up to New Westminster. Hands engaged scraping and cleaning buoys.

October 29.—Hands employed painting buoys on the wharf, under cover.

October 30.—9 a.m. took the buoys on board of punt, and left New Westminster for Sand Heads. Found too much wind and sea to work. Returned to mouth of River, and anchored in 4½ fathoms water.

October 31st.—6 a.m., weighed anchor and steamed to the Sand Heads. Placed the five upper buoys in position, and took three more on board of scow to be cleaned and painted; 3 p.m. too much wind and sea to work. Returned to mouth of River.

November 1.—Anchored at mouth of River. Hands employed cleaning and painting buoys and sounding the North Shute, near Lardner's Landing.

November 2.—Daylight, thick fog; 8 a.m., weather clearing, steamed out and laid the three outer buoys in position; took up the remaining four, and returned to the mouth of the River at 5.30 p.m.

November 3.—Hands employed cleaning and painting buoys.

November 4.—Steamed to Sand Heads and laid two buoys, but had to discontinue work on account of wind and sea rising from north-west; 1 p.m., anchored scow at mouth of River and left for Boundary Bay to fetch the missing buoy from Sand Heads; 3.30 p.m., anchored under the lee of Point Roberts in five fathoms water.

November 5.—7 a.m., sent the two boats away in charge of mate to tow buoy over the Flats; 2 p.m., boats returned, took the buoy in tow and left for the Fraser; 5.30 p.m., anchored at the mouth of the River in four and a half fathoms water.

November 6.—7 a.m., weighed and steamed out to Sand Heads; attended to the laying of the two buoys and anchored the scow at the mouth of the River; took the spare buoy in tow and steamed up to New Westminster and made fast to wharf.

November 7.—7 a.m., left New Westminster, took the scow in tow and left the River for Burrard Inlet and Nanaimo; 1.30 p.m., returned Capt. Jolly to the Lightship; 5 p.m., took up the Spanish Bank buoy and anchored in seven fathoms water in English Bay.

November 8.—Anchored in English Bay; cleaned and painted buoy; p.m., thick fog.

November 9.—9 a.m., weather clearing, weighed and steamed down to Spanish Bank; replaced the buoy in position, and left with scow in tow for Nanaimo; strong south east gale with rain.

November 10.—At Nanaimo. Hands employed coaling ship and trimming coal in scow; steamer "Isabel" damaged bulwarks.

November 11.—5 a.m., left Nanaimo with scow in tow for Victoria; 6.30 p.m., arrived at Victoria and moored ship.

November 12 to 14.—At Victoria, cleaning ship, &c.

November 15.—Delivered eight tons of coal to Custom House.

November 16.—Unmoored ship and steamed out to Brothie's Ledge, unshackled the buoy and weighed the moorings, examined it and replaced the buoy in position.

November 17 to 30.—At Victoria. Carpenters repairing bulwarks and damage done by steamer "Isabel." Hands cleaning and painting ship; engineer's crew cleaning boiler and bilges.

December 1 to 4.—At Victoria. Carpenters repairing bulwarks; hands employed setting up the rigging and filling sacks with coal for Race Rocks Lighthouse.

December 5.—7 a.m., left Victoria for Race Rocks and delivered ten tons of coal to the lighthouse; 1.30 p.m., returned to Victoria and moored ship; Capt. Harris, of H.M.S. "Rocket," inspected ship and pronounced her capable of carrying two 12-pounder guns.

December 6 to 8.—At Victoria, waiting orders from Senior Naval Officer on the station, respecting a rumored Fenian raid.

December 9.—8 a.m., left Victoria for Nanaimo; 8.30 a.m., stopped at McNeil Bay and received Capt. Cooper on board; 5 p.m., arrived at Nanaimo and anchored in five fathoms water.

December 10.—At Nanaimo, anchored in five fathoms water.

December 11.—8 a.m., left Nanaimo for the Gulf Lighthouse; 9 a.m., stopped at Entrance Island, delivered thirteen cases of oil and landed Capt. Cooper; 10 a.m., left Entrance Island for English Bay; 1 p.m., stopped at Point Atkinson and landed Capt. Cooper; 2 p.m., left Point Atkinson for Burrard Inlet; 3 p.m., anchored in Coal Harbour in eight fathoms water.

December 12.—7.30 a.m., left Burrard Inlet for New Westminster; 10 a.m., stopped off the Lightship and put Capt. Cooper on board 2 p.m., arrived at New Westminster.

December 13.—8.30 a.m., left New Westminster for Victoria; 11 a.m., communicated with Lightship; 4 p.m., stopped at McNeil Bay and landed Capt. Cooper 4.45 p.m., arrived at Victoria and moored ship.

December 14.—8 a.m., received stores for Entrance Island Lighthouse and left Victoria for Nanaimo; 5 p.m., anchored at Nanaimo in five fathoms water.

December 15.—At Nanaimo. Thick fog with hoar frost.

December 16.—9 a.m., weather clearing; ran out to Entrance Island; delivered stores at lighthouse and returned to Nanaimo; noon, anchored inside of Newcastle Island, blew off boiler and prepared to put the ship on the beach.

December 17.—Thick fog. Placed the ship on the beach in order to ascertain what damage was done to her bottom when she struck on the sunken rock at the entrance of Cameleon Harbour.

December 18.—2 a.m., examined the bottom and found several heets of copper off the bottom of false keel; 8 a.m., hauled off the beach and pumped the boiler up and prepared for sea.

December 19.—7 p.m., left Nanaimo for Victoria; 7.45 p.m., arrived at Victoria and moored ship.

December 20 to 30.—Hands employed drying and unbending sails and awnings. Coaling ship, cleaning engines, blacking funnel, cleaning boats, stowing away running gear and hawsers and generally preparing for lying up.

December 31.—Paid off the crew and laid the ship up in winter quarters.

January, February and March, 1877.—Ship lying up in winter quarters.

March 29.—Shipped the crew to join the ship on 1st April.

April 1 to 5.—At Victoria. Hands employed bending sails, cleaning engines, washing boats and preparing ship for sea.

April 6.—7 a.m., unmoored ship; 9 a.m., left Victoria for the Gulf Ports; 9.45 a.m., stopped at McNeil Bay, and received Capt. Cooper on board; 6 p.m., anchored at Nanaimo in five fathoms water.

April 7 and 8.—At Nanaimo. Hands variously employed.

April 9.—6 a.m., left Nanaimo on tour of inspection; 7 a.m., stopped at Entrance Island Lighthouse, and landed Capt. Cooper; 8 a.m., set on full speed for English Bay; 11 a.m., stopped at Point Atkinson Lighthouse and landed Capt. Cooper; noon, left for Burrard Inlet; 1 p.m., anchored in Coal Harbour.

April 10.—9 a.m., left Burrard Inlet for New Westminster; noon, stopped at the Lightship and delivered five casks of oil; 4 p.m., arrived at New Westminster and made fast to wharf.

April 11.—Left New Westminster for Victoria. Sounded the channel between the Caledonia Shute and Lardner's Landing and found 18 feet at high water; 4 p.m., stopped at McNeil Bay, and landed Capt. Cooper; 5 p.m., arrived at Victoria and moored ship.

April 12 to 17.—At Victoria. Hands employed coaling and cleaning ship.

April 18.—10.15 a.m., left Victoria for Race Rocks; 11.30 a.m., stopped off the Lighthouse and landed Capt. Cooper; 12.30 noon, left for Fisgard Lighthouse; 1.30 p.m., stopped and landed Capt. Cooper; 3 p.m., returned to Victoria and moored ship.

April 19.—Left Victoria for Sooke Inlet, landed five cases of coal oil at Berens Island Lighthouse; 7 p.m., anchored in Sooke Inlet in four fathoms water.

April 20.—At Sooke. Took in a quantity of lumber.

April 21.—4 a.m., left Sooke for Race Rock Lighthouse; 6 a.m., stopped off the Lighthouse and delivered three tons of coal also lumber, sand, bricks, shingles and nails to build another room to dwelling-house; 1.30 p.m., left in search of missing mail steamer "Enterprise"; proceeded to Active Pass and found she was safe; midnight, returned to Victoria and moored ship.

April 22 and 23.—At Victoria. Hands employed cleaning ship.

April 24.—Left Victoria for Baynes Sound, Comox; 5.15 p.m., anchored in Nanoose Bay.

April 25.—6 a.m., left Nanoose Harbour; noon, anchored at Kelp Bar, western entrance to Baynes Sound, placed temporary buoys in the channel and commenced chopping down timber in order to construct beacons as leading marks for crossing Bar; 6 p.m., weighed anchor and ran up to Port Augusta; anchored for the night in thirteen fathoms water.

April 26.—6.30 a.m., returned to White Beach, and anchored in seven fathoms water. All hands employed cutting down timber in order to clear a place for beacon; 7.30 p.m., returned to Port Augusta, and anchored in thirteen fathoms water.

April 27.—All hands employed as yesterday.

April 28.—Completed the work and ran out over the Bar by the new leading marks in 12 feet, low water, spring tides; noon, left Bar for Victoria; 7.45 p.m., anchored in North Bay, Thetis Island.

April 29.—5 a.m., left North Bay for Victoria; 9.30 a.m., passed H.M.S. "Rocket," bound to Nanaimo; 10.30 a.m., anchored in Victoria and moored ship.

April 30 and May 1.—At Victoria, coaling and cleaning ship, varnishing decks, &c.

May 2.—Left Victoria for Nanaimo with coal scow in tow; 8 p.m., anchored at Nanaimo in five fathoms water. H.M.S. "Rocket" in port.

May 3.—At Nanaimo. Hands employed trimming coal.

May 4.—6 a.m., left Nanaimo with coal scow in tow bound for Victoria; 6 p.m., arrived at Victoria and moored ship.

May 5, 6 and 7.—At Victoria. Hands employed cleaning ship, filling sacks with coal and taking in stores and baggage for Railway Surveyors.

May 8.—8.30 a.m., received Mr. Gamsby's party, consisting of twenty-three men, all told; also His Honor the Lieutenant Governor and suite, and left for Burrard Inlet; 6 p.m., anchored in Port Moody, Burrard Inlet, in five fathoms water, and landed the Surveying party.

May 9.—7.30 a.m., weighed anchor and left Port Moody, *en route* for Victoria. His Honor the Lieutenant Governor visited the Hastings and Moody's Mills, and at 11.20 a.m., left the Inlet for Victoria; 2.30 p.m., stopped and communicated with Lightship; 8.30 p.m., arrived at Victoria.

May 10 to 14.—At Victoria. Hands employed coaling and cleaning ship and filling sacks with coal for Cape Beale Lighthouse.

May 15.—4 p.m., left Victoria, *en route* for Cape Beale; 4.30 p.m., ran into Esquimalt, and towed a snag out of the Harbour; 7 p.m., landed two carpenters and some building materials at Race Rocks. Strong south-west wind; anchored in Pedder Bay for the night in four fathoms water.

May 16.—5 p.m., left Pedder Bay for Cape Beale; noon, wind increasing to a gale from north-west; 7 p.m., anchored in Neah Bay in 3½ fathoms water.

May 17.—8.30 a.m., left Neah Bay and steamed out into the Strait, but could not proceed; returned and anchored.

May 18.—4 a.m., weighed anchor and set on full speed for Cape Beale; 10 a.m., anchored in Dodger's Cove; 1 p.m., Captain Cooper landed at the Lighthouse. Delivered sixty-one cases of coal oil, and a supply of provisions; 8 p.m., left Dodger's Cove *en route* for Victoria.

May 19.—6.30 a.m., landed Captain Cooper at Sooke; 10 a.m., stopped and landed Captain Cooper at Race Rocks; noon, arrived at Victoria and moored ship.

May 20.—At Victoria. Coaling and cleaning ship.

May 21.—2 p.m., left Victoria for Race Rocks; landed three casks of oil, and returned to Victoria.

May 22 to 25.—At Victoria. Hands employed scrubbing paintwork and cleaning boats, &c.

May 26.—10 a.m., left Victoria for Race Rocks to bring carpenters on shore; 3 p.m., returned to Victoria.

May 27.—At Victoria. Hands employed cleaning boats, gear, and variously

May 28.—Noon, left Victoria for Nanaimo and Bayne's Sound, with coal scow in tow; midnight, anchored in Nanaimo Harbour.

May 29.—At Nanaimo. Hands employed varnishing decks, rigging shears on coal scow, and otherwise preparing to lay the buoys.

May 30.—At Nanaimo. Received five stone moorings and spar buoys for Bayne's Sound.

May 31.—6 a.m., left Nanaimo for Bayne's Sound with scow and spar buoys in tow; 3 p.m., arrived at the eastern entrance of Sound and laid the two buoys; 6 p.m., anchored in Deep Bay in six fathoms water.

June 1.—6 a.m., left Deep Bay and laid buoys on Kelp Bar and Base Flat; 7.30 p.m., anchored in Port Augusta in thirteen fathoms water.

June 2.—7.30 a.m., left Port Augusta for White Beach, and placed another arm on each of the Beacons; 7.30 p.m., anchored in Quadra Harbour in five fathoms water, and received eleven and a half tons of coal from the Bayne's Sound Company.

June 3 and 4.—At Quadra Harbour and Deep Bay; strong south-east gale with squalls and rain.

June 5.—6 a.m., left Deep Bay for Nanaimo; 3 p.m., stopped and received three mooring stones from Newcastle Island; 6 p.m., anchored at Nanaimo and communicated with Harbour Master.

June 6 and 7.—At Nanaimo. Hands employed lifting, scraping, cleaning and painting harbour buoys. Took in thirty-nine tons of coal from Wellington Mine.

June 8.—5.30 a.m., left Departure Bay with scow in tow for Victoria; 8 p.m., arrived at Victoria and moored ship.

June 9 to 17.—At Victoria. Hands employed coaling and cleaning ship, holystoning and oiling decks and variously.

June 18.—8 a.m., left Victoria for Nanaimo; 8.45 a.m., stopped at McNeil Bay and received Capt. Cooper on board; 5 p.m., arrived at Nanaimo; anchored in five fathoms water.

June 19.—At Nanaimo.

June 20.—9 a.m., left Nanaimo with a new lighthouse keeper for Point Atkinson Lighthouse; 10 a.m., stopped at Entrance Island and landed Capt. Cooper; 11 a.m., left English Bay; 2 p.m., stopped at Point Atkinson and landed Capt. Cooper and the lightkeeper; 3.50 p.m., left for Burrard Inlet; 5 p.m., anchored in Coal Harbour in eight fathoms water.

June 21.—7 a.m., left Burrard Inlet for New Westminster; 10.30 a.m., stopped at the Lightship and put Capt. Cooper on board; 11.30 a.m., left and sounded the channel over the Sand Heads; 3.30 p.m., stopped at New Westminster and made fast to wharf.

June 22.—9 a.m., left New Westminster for Victoria; 5 p.m., stopped in McNeil Bay and landed Capt. Cooper; 6 p.m., arrived at Victoria and moored ship.

June 23 to 30.—At Victoria. Hands employed coaling and cleaning ship and boats. Delivered fifteen tons of coal to Marine Hospital.

(Signed), JOHN DEVEREUX,
Commander.

STATEMENT of Expenditure on account of Construction of Lights, British Columbia, for the Fiscal Year ended 30th June, 1877.

<i>Beren's Island (Victoria.)</i>		\$	cts.
W. P. Sayward.....	Lumber.....		21 66
<i>Entrance Island Nanaimo).</i>			
D. W. Higgins	Printing notices to mariners.....		8 00
	Total.....		\$29 66

N.B.—The above charged by the Agent to Construction—should have been to Maintenance.

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

**STATEMENT of Expenditure on account of Maintenance of Lighthouses, and
Buoys and Beacons, in the Province of British Columbia, for the Fiscal
Year ended 30th June, 1877.**

<i>General Account.</i>		\$	cts.	\$	cts.
Langley & Co	500 gallons of oil, at 62½c	312	50		
H. Rhodes & Co.....	Storage of oil.....	36	00		
J. K. Suter.....	Printing forms, monthly returns from light-keepers	25	00		
Hudson Bay Co.....	Storage, \$13.35; wharfage, \$1.50.....	14	85		
T. Westgarth	Drawing plans.....	15	00		
D. W. Higgins.....	Printing vouchers.....	12	00		
					415 35
<i>Race Rocks.</i>					
H. Saunders.....	Provisions, \$634.15; oil, \$13.50.....	647	65		
John Canessa.....	Boat hire, conveying men and stores to lighthouse	11	00		
Thomas Argyle.....	Twelve months' salary as Keeper and to provide for three Assistants.....	1,554	96		
T. N. Hibben & Co.....	Stationery.....	4	37		
E. B. Marvin.....	Oil, bolts, nuts, waste, &c.....	122	40		
E. Eustace.....	Boat hire, stores to lighthouse.....	20	00		
Langley & Co.....	Olive oil.....	3	50		
S. L. Kelly & Co.	Stove, pipes, saucepans, &c.....	27	63		
Muir Bros.....	Lumber.....	75	55		
J. McDowell.....	Building kitchen and material, \$152.62; repairs to roof of dwelling-house and wooden sink, \$21..	173	62		
McQuade & Son.....	Oils, paints, &c.....	19	87		
"Sir James Douglas." ..	Coal, 20 tons, at \$5.50.....	110	00		
					2,770 55
<i>Fisgard.</i>					
W. H. Bevis.....	Twelve months' salary as Keeper, to find one Assistant.....	759	96		
Hibben & Co.	Stationery.....	13	50		
Williams & Arthur.....	Water.....	20	00		
E. B. Marvin.....	Matting, buckets, nails, &c.....	60	00		
Burns & Edwards.....	Carpet.....	22	50		
James Isbister.....	One pair oars.....	5	00		
Langley & Co.....	Lamps, oils, burners, paint, &c.....	144	09		
M. Humber.....	Labour and material, cementing tower of light- house.....	145	00		
J. Sehl.....	Holland and flannel.....	14	50		
Hudson Bay Co.....	Brooms, brushes, &c.....	9	75		
"Sir James Douglas." ..	Coal, 15 tons, at \$5.50.....	82	50		
					1,276 80
<i>Cape Beale.</i>					
R. Westmoreland.....	Twelve months' salary as Keeper, to find one Assistant.....	1,200	00		
J. D. Warren.....	Freight of oil to Bartlay Sound.....	5	00		
E. B. Marvin.....	Rope, putty, cloth, saws, &c.....	61	25		
Wm. Spring.....	Indian labour, stores through surf to lighthouse, boat hire, conveying stores, &c.....	126	00		
James Cooper.....	Indian labour.....	12	00		
Langley & Co.	Coal oil, 800 gallons, at 65c.....	520	00		
					1,924 25
<i>Fraser River Lightship.</i>					
James Jolly.....	Twelve months' salary as Master and Chief Keeper.	1,200	00		
Duncan McLean.....	Four months' salary as Assistant.....	160	00		
J. Wick.....	Five do and 12 days do	215	48		
F. Smith.....	One month do	40	00		
Charles Lee.....	Seven months' do	280	00		
John Davis.....	Six and a half months' do	260	00		
					6,386 95
	Carried forward	2,155	48		

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in British Columbia.—Continued.

		\$ cts.	\$ cts.
	Brought forward	2,155 48	6,386 95
<i>Fraser River Lighthouse.—Continued.</i>			
H. Saunders.....	Provisions.....	528 25	
Jacob Sehl.....	Hardwood plank	5 00	
E. B. Marvin.....	Canvas, blocks, paints, oil, etc	477 73	
M. Muir.....	164 gallons fish oil, 62½c.....	102 50	
Hudson Bay Co.....	Freight, passage and meals	75 50	
Langley & Co.....	Varnish, turps, etc.....	18 30	
Joseph Eien.....	Eight Argand burners, etc.....	137 00	
Custom House.....	Duty on Argand burners.....	23 62	
A. & W. Wilson.....	Boiler, stove pipes and labour, etc.....	50 37	
John Holden.....	Mooring swivel, labour, etc.....	32 35	
S. L. Kelly & Co.....	Stove pipes, flange and screws.....	12 12	
"Sir James Douglas.".....	Coal, 15 tons, at \$5.50.....	82 50	
			3,700 62
<i>Point Atkinson.</i>			
E. Woodward.....	Twelve months' salary as Keeper, and find one Assistant.....	800 00	
Jas. Cunningham..	Chain, labour, etc.....	6 13	
John Hirst	Alcohol, brushes, etc.....	6 87	
E. B. Marvin.....	Repairing clock and rubber washers.....	4 00	
E. Chanteloup	Burners, etc., for light.....	105 40	
			922 40
<i>Beren's Island.</i>			
E. Cox.....	Twelve months' salary as Keeper.....	487 44	
J. Sehl	Chairs and matting.....	27 50	
E. B. Marvin.....	Paints, oils, etc.....	337 13	
J. McDowell.....	Repairing roof, etc.....	24 00	
Hudson Bay Co.....	Water.....	3 00	
A. & W. Wilson.....	Stove, pipes, zinc, and labour.....	71 25	
McQuade & Son.....	Twelve lights, hashed blue glass.....	42 00	
			992 32
<i>Entrance Island.</i>			
M. C. Kenney.....	Four months' salary as Keeper.....	200 00	
R. Gray.....	Eight do do	400 00	
E. B. Marvin.....	Blocks, rope, coal oil, etc.....	267 50	
John Holden.....	Bolts, nuts and screws	5 28	
A. & W. Wilson.....	Repairing lamps.....	10 00	
A. Fenney.....	Labour, lumber, doors, etc.....	137 50	
			1,026 28
<i>Buoys.</i>			
John Holden.....	Repairing beacon Gabriola Reef, \$87.50; lead, \$8.70	96 20	
do	Shackles, swivels, etc., Fraser River.....	238 00	
do	Eye bolts, shackles, etc., Nanaimo	9 75	
do	do do	7 50	
do	Mushroom anchor stones, shackles, etc., Bayne's Sound	269 25	
J. P. Hughes.....	Twenty-two days' labour, Sand Head.....	55 00	
C. W. Lee.....	do do	55 00	
R. Griffiths.....	Four days' do	10 00	
Peter Jansen.....	Searching for missing buoy and giving information leading to its recovery	30 00	
Richard Glenn	Four days' labour, Sand Head	10 00	
Jas. Cooper.....	Six men's labour, five days' each, Sand Head.....	75 00	
McQuade & Son.....	Chains, etc., Fraser River.....	344 18	
	Carried forward.....	1,199 88	13,022 57

STATEMENT of Expenditure on account of Maintenance of Lights, etc., in
British Columbia. —Continued.

		\$ cts.	\$ cts.
	Brought forward		13,022 57
	<i>Buoys.—Continued.</i>		
do	Chains, shackles, etc., Nanaimo.....	142 52	
D. Withrow.....	Cleaning and painting buoys, Fraser River.....	20 00	
E. B. Marvin.....	Rope, marline, etc., Fraser River.....	362 30	
J. Cunningham.....	Paint, varnish, brushes, etc., Fraser River.....	82 60	
Martin & Baker.....	Towing buoy from Gulf of Georgia to Boundary Bay.....	50 00	
Maitland <i>Guardian</i>	Advertising, Fraser River.....	5 00	
Geo. Mason.....	Six mushroom stone anchors, \$48; lead, \$10; Fraser River.....	58 00	
Stuart & Keast.....	Rations for men at Sand Head.....	10 00	
Chas. Lee.....	Hire of Steamer "Ada," shifting buoy on Spanish Bank, Byng Inlet.....	50 00	
John S. McDonald.....	Placing buoy on Burnaby Reef, Byng Inlet.....	40 00	
Hastings Saw Mill Co.....	Ironwork for do do	12 87	
Thomas Williams.....	Replacing buoy, Middle Bank, Nanaimo.....	12 50	
Richard Nightingale.....	Anchor stones, Nanaimo	16 00	
do	do Bayne's Sound.....	89 00	
James Foster.....	500 lbs. chain, Nanaimo	32 50	
Thos. B. Shaw.....	Labour and material replacing buoys, Nanaimo..	126 50	
J. P. Adams.....	One day's use Schooner do do	7 50	
John Hirst	Oil, turps and red lead.....	12 75	
J. Nagle, Harbour Master	Repairs to buoys and beacons, Victoria Harbour...	198 11	
Saml. Clifford.....	Cleaning and painting buoys.....	88 00	
J. Spratt.....	Making buoys, etc.....	200 00	
H. E. Wilby	Removing debris at sundry times from Esquimalt buoys.....	15 00	
			2,831 03
	Total		\$15,853 60

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 7.

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year ended 30th June, 1877.

<i>Steamer "Napoleon III."</i>		\$ cts.	\$ cts.
Capt. Despres	Twelve months' salary as Captain.....	799	93
J. U. Gregory.....	Wages of officers and crew, from 1st July, 1876 to 30th June, 1876	5,637	76
T. Routhier.....	Pay-list of joiners, blacksmiths, painters, etc.....	1,841	67
J. Rolph.....	Repairs to engine and machinery	208	15
Wm. Barbour.....	Incidental expenses during voyage.....	64	07
Ph. Rouillard.....	Washing.....	150	00
M. Dion & fils.....	Flour and fish.....	208	85
L. Marois.....	Vegetables.....	616	67
J. Boivin.....	Hardware and paint.....	150	78
G. Boucharde.....	Provisions.....	618	46
Leon Aré.....	Meat.....	1,024	32
J. M. Tardivel.....	Paint.....	12	50
D. Langlois.....	Milk.....	111	59
J. Marmen.....	Cartage.....	91	35
F. O. Vallerand.....	Lamps and chimneys.....	13	00
Archer & Co.....	Lumber.....	117	32
F. W. Henshaw.....	Coals, 479 tons at \$2.00.....	958	00
Whitehead & Turner.....	Tube brushes, etc.....	22	00
F. Veziua.....	Painting, varnish and brushes.....	453	98
J. Vaudry.....	Towelling, carpet, etc.....	33	11
J. Davidson.....	Bread.....	188	95
S. J. Shaw & Co.....	Rubber packing.....	683	94
C. & W. Wurtele.....	Iron, screws and nuts.....	44	04
G. Glassford.....	Fire extinguishers, \$80.00, steam indicator, \$75.00; screws, \$9.04.....	164	04
L. Guérard.....	Mattresses, cushions, etc.....	204	54
G. T. Philips.....	Tubes, gongs, piping, \$508.43; brass bush, etc, \$261.21.....	769	63
Audet & Robitaille.....	Rope, blocks, etc.....	246	49
G. Bissett.....	Metal tubes, turning, screws, etc.....	599	30
F. Plamondon.....	Fish.....	136	63
Parent & Co.....	Puncheon, tub and repairs.....	8	50
P. F. Reinfret.....	Medicines.....	14	00
W. Ives & Sons.....	Paid for beef, provisions, pilotage, etc.....	195	61
Michael Mouserol.....	Pilotage.....	31	50
R. Coté.....	Boat hire.....	7	00
B. Eden.....	Provisions, \$129.09; wharfage coals, \$92.00.....	221	09
Thos. Staveley.....	Repairing machinery.....	13	33
J. T. Murphy.....	Towing.....	22	00
G. T. Davie.....	Docking and use of dock, \$380.00; repairs, \$12.97.....	392	97
A. Bechard.....	Marine glasses.....	16	00
Terreau & frères.....	Castings.....	21	77
R. Blakiston.....	Sails.....	229	99
Capt. Despres.....	Expenses during voyages, fish, provisions, fresh meat, etc.....	180	00
Dinning & Webster.....	Cement.....	5	25
Drum Cabinet Manufacturing Co.....	Drying cogs, etc.....	9	61
A. M. Foster.....	Tube cleaner.....	6	00
J. Blais.....	Wintering.....	70	00
L. Bourget.....	Provisions.....	123	30
F. M. Dechene.....	Towels, blankets, etc.....	96	23
Taché & Co.....	Preserved meats.....	86	40
Carried forward		17,921	62

STATEMENT of Expenditure on account of Dominion Steamers for the Fiscal Year, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward	17,921 62	.....
<i>Steamer "Napoleon III."—Continued.</i>			
Estate J. Flanagan.....	Moorage.....	16 50	
F. Norris.....	Crockery.....	18 20	
J. Blais.....	Cutting ice.....	8 00	
J. Cunningham.....	Repairs to sails, \$35.00; life buoys, etc., \$50.00....	85 00	
Richardson & Sons.....	Leather.....	6 05	
Renfrew & Co.....	Caps and covers.....	5 00	
S. Bedard.....	Lamps and ventilators.....	182 55	
J. Battle.....	Hoist.....	40 00	
W. Watson.....	Repairs to sails.....	9 30	
H. Robitaille.....	Flange.....	2 00	
Corporation of Pilots.....	7 per cent. tax on Capt. Després' salary, to 1st May, 1877.....	56 00	
F. Darveau.....	Mirrors.....	9 00	
A. H. Murphy.....	275 tons of coal, at \$5.50.....	1,512 50	
J. O. Donoghue.....	Repairing compass, clock, etc.....	3 50	
Dawson & Co.....	Stationery.....	8 88	
			19,884 10
<i>Steamer "Druid."</i>			
Capt. A. Marmen.....	Twelve months' salary as Captain.....	980 00	
J. U. Gregory.....	do pay-list of officers and crew.....	4,925 37	
T. Routhier.....	Wages of carpenters, blacksmiths, etc.....	3,655 24	
Ph. Rouillard.....	Washing.....	160 25	
M. Dion & Son.....	Flour and fish.....	173 95	
L. Marois.....	Vegetables.....	783 80	
J. Boivin.....	Hardware.....	146 84	
G. Bouchard.....	Provisions.....	427 87	
L. Arel.....	Meat.....	1,083 28	
A. H. Murphy.....	Coals, 45 chaldrons at \$6, \$270; 43½ chaldrons at \$8, \$246.....	616 00	
J. M. Tardivel.....	Paint and painting.....	642 11	
J. Fuchs.....	Clothing.....	85 00	
D. Langlois.....	Milk.....	73 93	
J. Marmen.....	Cartage.....	225 85	
C. Cognon.....	Groceries.....	22 00	
Duquet & Co.....	Repairing clocks.....	4 00	
Jno. Davidson.....	Bread.....	199 20	
Archer & Co.....	Lumber.....	799 28	
F. W. Henshaw.....	Coals, 200 tons at \$2.....	400 00	
S. J. Shaw & Co.....	Rubber packing.....	283 91	
C. & W. Wurtele.....	Iron, hardware, etc.....	909 10	
G. Glassford.....	Fire extinguisher, \$80; iron, \$248.14.....	328 14	
L. Guerard.....	Mattresses and cushions, \$189.91; carpets, \$199.30.....	389 21	
Andet & Robitaille.....	Rope, canvas, etc.....	103 12	
L. Leclere.....	Jackscrew, \$8; rope, \$88.80.....	96 80	
Capt. Marmen.....	Expenses during voyages, provisions, meat, etc.....	199 03	
G. T. Phillips.....	Copper and smith's repairs.....	110 82	
Lemieux & Noel.....	Chain, cutlery, etc.....	39 90	
F. Plamondon.....	Fish.....	107 60	
W. F. Laroche.....	Medicine.....	10 75	
P. F. Reinfret.....	do.....	3 35	
A. Watters.....	Provisions.....	328 38	
S. Bedard.....	Kitchen utensils, repairs, etc.....	158 10	
B. Blakiston.....	Sails.....	107 45	
J. Eden.....	Wharfage.....	11 50	
Receiver General.....	Tax on Capt. Marmen's salary.....	20 00	
Dinning & Webster.....	Cement.....	5 25	
J. W. Wood.....	Leak stoppers.....	52 70	
Steamer "Quebec".....	Freight.....	2 83	
	Carried forward.....	18,671 91	.....

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward	18,671 91	19,884 10
<i>Steamer "Druid."—Continued.</i>			
A. M. Foster.....	Tube cleaner.....	7 00	
Vien, Powell & Co.....	Towage.....	130 00	
J. Park & Sons.....	Cotton.....	6 86	
F. O. Vallerand.....	Chimneys and wicks.....	1 00	
Crawford & Sons.....	Coals.....	52 25	
L. Bourget.....	Provisions.....	110 18	
F. M. Dechene.....	Oil cloth, sheets, etc.....	316 36	
Taché & Co.....	Preserved meats.....	86 40	
Estate J. Flanagan.....	Moorage.....	18 00	
A. McCallum.....	Repairing clock, etc.....	2 00	
J. Landry.....	Watching.....	49 60	
F. Norris.....	Crockery.....	35 60	
Dawson & Co.....	Stationery.....	6 65	
O. Plamondon.....	Paid duty on iron.....	8 60	
G. T. Railway Co.....	Freight.....	23 88	
Quebec & Lévis Ferry.....	Ferriages on boiler plates.....	3 80	
A. Rousseau.....	Punching.....	7 88	
Renfrew & Co.....	Caps and covers.....	21 00	
Belanger & Gariépy.....	Iron.....	21 11	
P. Whitty.....	Iron work, punching and drilling.....	182 24	
S. Carroll.....	Outfitting, and repairing machinery.....	191 25	
G. H. Gore.....	Cementing.....	12 00	
G. Bissett.....	Pipes, drilling, planing, etc.....	24 37	
J. B. Côté & Co.....	Repairing mouldings, etc.....	5 50	
H. Dery.....	Hire of steam heater.....	3 00	
G. T. Davie.....	Wintering in dock as per agreement, \$400.00 clearing dock, \$10.00.....	410 00	
F. A. Mayrand.....	Pilotage.....	65 00	
J. Baldwin.....	Deck plugs.....	9 55	
H. Robitaille.....	Sheaves.....	1 00	
Corporation of Pilots.....	7 per cent. on Capt. Marmen's salary.....	56 00	
J. D. Marsan & Lelioux.....	Repairs to rigging.....	15 00	
W. Barbour.....	Paid labour coaling.....	25 00	
Mrs. N. Fitzhenry.....	Washing and repairing.....	16 37	
Aug. Nault.....	Pilotage.....	37 92	
Palace Harbour.....	Wintering.....	40 00	
J. O. Donohue.....	Repairing barometer, compasses, etc.....	11 00	
			20,685 28
<i>General Account.</i>			
J. Eden.....	Wharfage, of coal etc.....	221 10	
Audet & Robitaille.....	Freight, 521 tons, at \$2.10, \$1,094.10; bunting, \$2.65.....	1,096 75	
O. Fréchette.....	Olive oil.....	13 50	
C. Halliwell.....	Stationery.....	60 75	
F. W. Henshaw.....	Coals, 797 tons, at \$2.00, \$1,594.00; balance of freight, \$48.00.....	1,642 00	
E. Chanteloup.....	Buttons, truckage, etc.....	58 00	
L. Bourget.....	Provisions.....	1,488 46	
D. Davidson.....	Cotton waste, brooms, etc.....	581 10	
D. Menard.....	Freight of coal.....	800 00	
H. S. King & Co.....	Subscription to <i>Nautical Magazine</i>	5 08	
Belanger & Gariépy.....	Oil, turpentine, etc.....	209 00	
R. & R. M. Shaw.....	Provisions.....	90 22	
J. Carrell.....	Subscription <i>Quebec Telegraph</i> , \$4.00 Budget \$3.00.....	7 00	
do.....	Printing.....	20 00	
Dinning & Webster.....	Cotton waste.....	16 32	
Collector of Customs.....	Duty on leak stoppers.....	8 53	
a & Co.....	Freight.....	6 89	
	Carried forward	6,324 70	40,569 38

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year, etc.—Continued.

		\$	cts.
Brought forward		6,324	70
		40,569	38
<i>General Account.—Continued.</i>			
Capt. Marmen	Travelling expenses.....	15	00
J. Marmen	Firewood.....	60	00
T. Routier.....	Sundry repairs.....	69	70
Archer & Co	Oak, \$90.00; lumber, \$17.60.....	107	60
R. Borland	Coals.....	87	50
L. Garnier.....	Groceries.....	8	75
F. M. Dechene.....	Linen.....	38	69
J. Mullins	Watching.....	91	00
C. Poston & Co.....	Coals.....	8	50
J. Shea & Bros.....	Provisions.....	24	01
J. & W. Reid	Paper bags.....	14	60
J. Boivin	Hardware, white and red lead, etc.....	406	56
D. Lamore	Sawing wood.....	6	00
F. Mingreau.....	Brushes	14	00
P. Rouillard.....	Cleaning uniforms, \$6.00; repair of mattresses, \$19.00.....	25	00
Jas. Cunningham.....	Repairing Life buoys.....	24	00
G. T. Railway Co.....	Freight on waste	14	92
L. Leclerc.....	Oakum.....	18	75
Baylis Wilkes, Manufac- turing Co.....	Rangoon oil, white lead, etc	75	05
O. Plamondon.....	Paid duty and harbour dues on 12 dozen coal baskets.....	12	33
M. Whalen	Washing.....	6	00
Jos. Eden	Salary as Sub-Agent at Gaspé.....	50	00
Automatic Oil Cup Co.....	3 dozen oil cups, 2 doz. at \$15.00; 1 doz. at \$12.00.....	42	00
Gosselin & frère.....	Provisions.....	25	04
C. Vezina.....	Copper.....	12	50
A. Côté & Co.....	Printing.....	10	00
H. Wyse.....	Marking ink.....	4	00
St. Laurent & Co.....	Hardware.....	10	00
J. B. Pruneau.....	Postages.....	17	50
J. J. Foote.....	Subscription Quebec <i>Morning Chronicle</i> to 31st December, 1877.....	6	00
J. Burstall & Co	Coals, 380 chaldrons, at \$4.60.....	1,748	00
J. P. Dery.....	Stationery.....	30	60
Allans, Rae & Co.....	Freight.....	9	98
		9,418	28
<i>Steamer "Newfield."</i>			
Capt. J. N. Purdy.....	Twelve months' salary as Captain.....	799	92
H. W. Johnston.....	Pay list of officers and crew.....	10,745	74
W. & A. Naufts.....	Provisions.....	960	64
H. H. Fuller & Co	Ship chandlery, hardware, red lead, etc.....	227	87
D. Murray & Co.....	Oil cloth.....	35	75
Geo. Adams	Repairs to machinery.....	1,620	65
E. Moseley.....	Hackmatack knees	3	00
W. E. Gardner.....	Water	18	75
B. W. Ruggles.....	Provisions	79	54
Burrill & Nettles.....	do	176	65
Burrill, Johnston & Co.....	Repairing boiler.....	6	86
F. W. Fishwick.....	Conveying two sick seamen to Halifax.....	11	40
N. A. Wyman & Co.....	Provisions.....	121	00
Esson & Co.....	Provisions and groceries.....	428	84
S. Cunard & Co.....	Pitch pine timber.....	40	56
C. & W. Anderson	Provisions	1,334	18
A. B. Wilbur.....	do	155	05
Mrs. McNeil	Ferriages.....	5	00
E. Shea.....	Washing.....	5	54
Carried forward.....		16,776	94
		49,987	66

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year, etc.—Continued.

	\$	cts.	\$	cts.
Brought forward	16,776	94	49,987	66
<i>Steamer "Newfield."—Continued.</i>				
Capt. J. N. Purdy.....	Paid for provisions, vegetables and sundry expenses during voyages.....	140	00	
Alex. Duff.....	Water.....	12	50	
W. W. Walsh.....	Provisions.....	290	89	
C. E. Robinson.....	Dockage.....	3	75	
W. Cotter & Sons.....	Beef and vegetables.....	292	97	
Forgyth & Co.....	Olive oil, \$155.10; medicines, \$4.95.....	160	05	
A. J. H. Bartsch.....	Repairing compasses.....	5	00	
Alfred Vail.....	Provisions.....	66	86	
T. McAvity & Sons.....	Cotton waste, \$15; spirit compass, \$45.95.....	60	95	
Warner, Cushing & Co.....	Painting and glazing.....	40	83	
J. Ritchie & Co.....	Stove pipe and flange.....	1	90	
G. Flowers & Sons.....	Making windsails.....	23	11	
Peter Judge.....	Water.....	126	40	
Fanny Wells.....	Washing.....	51	85	
T. Casey.....	Beef.....	1,483	93	
Jno. Stairs.....	Copper steam pipes, olive oil, paints, boiler composition, etc.....	784	85	
S. W. Marvin.....	Tinware, repairs, etc.....	33	50	
Lawson, Harrington & Co.....	Oil, \$66 65; towages, \$53.25.....	119	90	
D. J. O'Dell.....	Provisions.....	60	43	
McIntosh & McInnes.....	Boards and planks.....	45	99	
Brookfield, Romans & Co.....	Pine lumber.....	6	93	
Gordon & Keith.....	Stools, cushions and pillows.....	51	00	
James Kelly.....	Beef, etc.....	204	75	
Jas. Hamilton.....	Water.....	12	60	
E. Albro & Co.....	Paint, oil, wicks, hardware, etc.....	1,132	81	
W. Ives & Son.....	Paid for pilotage, and expenses at Pictou.....	58	61	
D. McArthur.....	Water.....	34	50	
H. & W. Meagher.....	Beef and vegetables.....	503	44	
F. McLennan.....	Stove pipe, crockery, etc.....	15	24	
P. Grant & Co.....	Bedding, table covers, quilts, etc.....	85	81	
J. E. Butler.....	Spars.....	7	50	
Edward Boves.....	Ice.....	4	00	
Francis Young.....	Carpenters' work, repairs and caulking decks.....	752	10	
Patrick Day.....	Beef.....	12	48	
J. A. Stewart.....	Stoves, piping, and plumbers' work.....	91	46	
Jas. Duggan & Son.....	Hawser, junk, and tallow.....	97	83	
MacKay & Co.....	Lumber.....	22	79	
Lewis Wilson.....	Blacksmith's work.....	393	49	
J. W. Allen.....	Lumber.....	6	78	
J. J. Scriven.....	Bread.....	134	38	
J. P. Mott.....	Soap.....	6	65	
A. McKay.....	Repairing tank, boiler, etc.....	273	08	
Isaac Melvin.....	Water casks.....	34	00	
Brackett & Duffy.....	Fish.....	87	50	
D. C. Stewart.....	Boarding Captain Purdy.....	17	00	
Conlon Bros.....	Conveying seamen to Dorchester.....	9	84	
M. Phelan.....	Paid labour coaling and carting.....	139	74	
A. & H. Creighton.....	Stationery.....	11	57	
J. Peters, jun.....	Pilotage.....	5	00	
R. H. Cogswell.....	Night glasses, rating chronometers, etc.....	34	75	
J. D. Cummins, Mercan-	Shipping and discharging fees.....	2	80	
tile Marine Office.....	Medical attendance on crew.....	39	00	
Dr. E. Farrell.....	Printing pay-lists.....	8	00	
C. Annand.....	Crockeryware.....	24	10	
Wallace & Balcom.....	Paid for vegetables, ferriages, telegrams and sundry expenses during voyages.....	94	34	
D. M. Browne.....	Medical attendance on carpenter.....	2	00	
T. Walsh.....	Repairs and castings.....	24	20	
J. Hunter.....				
Carried forward.....		25,024	57	49,987 66

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	25,024 57	49,987 66
<i>Steamer "Newfield."</i> —Continued.			
J. Findlay.....	Repairing boats.....	72 00	
H. P. Burton.....	Medicines for carpenter.....	14 35	
Jno. Patterson.....	Water tanks.....	522 72	
B. Stokes.....	Timber for windlass.....	56 00	
Chebucto Marine Rail- way Company.....	Slip hire.....	940 63	
J. W. Gordon.....	Provisions, flour, etc.....	46 99	
Dawson, Gordon & Co.....	Hardware.....	18 62	
W. A. Cooke.....	Pilotage.....	14 00	
Wier Bros. & Co.....	Oil, cement, etc.....	80 58	
Baxter Bros.....	Mattresses and pillows.....	32 70	
Henry Cook.....	Provisions.....	84 32	
Macdonald & Co.....	Castings, repairs, etc.....	214 34	
H. McMillan.....	Blacksmith's work.....	17 45	
George Rent, jun.....	Lamps and reflectors.....	7 40	
T. W. Offen.....	Block sheaves.....	4 26	
			27,150 93
<i>Steamer "Glendon."</i>			
D. M. Browne.....	Pay-list of officers and crew.....	2,547 43	
T. Martin.....	Board of Engineer.....	170 68	
J. E. Morris.....	Paid for labour, \$22.50 ; ferriages, \$4.05.....	26 55	
Allan McKay.....	Repairing boiler and hull.....	278 48	
M. Phelan.....	Labour at coals.....	34 30	
C. Neal.....	Labour on board, placing buoys, etc.....	669 94	
F. Young.....	Carpenter's work, caulking, etc.....	652 03	
W. Roberts.....	Wire rope, stropping blocks, etc.....	23 14	
Chebucto Marine Rail- way Company.....	Slip hire.....	619 91	
S. Hebb.....	Lumber.....	3 80	
E. Albro & Co.....	Copper, paint, pitch, hardware, etc.....	603 34	
J. E. Wilson.....	Caboose.....	47 50	
Peter Judge.....	Water.....	6 80	
T. W. Offen.....	Blocks, pump box, etc.....	40 84	
John Ead.....	Blocks, hawser and tank.....	66 65	
J. Findlay.....	Carpenter's work, repairing boat, etc.....	48 00	
J. Kelly.....	Beef.....	25 11	
T. Casey.....	do.....	193 25	
J. Starrs.....	Oil.....	34 58	
Archibald & Co.....	Coals.....	49 50	
J. Melvin.....	Water casks.....	12 75	
S. Townsend.....	Blocks, etc.....	6 50	
C. Woolnough.....	Provisions.....	28 75	
S. W. Marvin.....	Tinware and repairs.....	30 85	
T. Meyer.....	Provisions.....	8 05	
Forsyth & Co.....	Oil.....	39 60	
Jno. Crook.....	Blacksmith's work.....	6 37	
G. C. Newcomb.....	Mattresses and pillows.....	18 00	
C. & W. Andersen.....	Provisions.....	162 87	
George Adams.....	Repairs to machinery.....	48 05	
J. E. Butler.....	Boat hook staves.....	3 50	
H. H. Fuller & Co.....	Hardware and ship chandlery.....	28 61	
Lawson, Harrington & Co	Towages.....	28 00	
MacKay & Co.....	Lumber.....	5 01	
J. J. Scriven.....	Bread.....	14 56	
J. P. Mott.....	Tallow.....	28 75	
A. McDonald.....	Survey and report.....	8 00	
W. Boak.....	Dockage.....	100 00	
A. & H. Creighton.....	Log book.....	2 00	
	Carried forward.....	6,722 05	77,138 59

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward	6,722 05	77,138 59
<i>Steamer "Glendon."—Continued.</i>			
A. Stephen & Son.....	Stretcher and chain	7 00	
R. H. Cogswell.....	Night glasses.....	25 00	
J. Parker.....	Beef.....	6 80	
Wallace & Balcolm.....	Crockeryware.....	50 92	
J. Hunter.....	Globe valve, cutting pipe, etc.....	2 00	
Jas. Scott.....	Provisions.....	27 75	
Jas. Patterson.....	Contract for repairing boiler, \$1,400 ; smoke stack, \$100.60.....	1,500 60	
do	Dockage.....	35 50	
Warner & Harrison.....	Paint, varnish, and time painting.....	111 16	
E. Moseley.....	Copper paint.....	119 00	
D. McPherson.....	Lumber, labour removing house, taking and putting in mast, caulking decks, etc.....	1,532 28	
Macdonald & Co	Steam winch, as per contract.....	604 00	
do	Paid freight, etc.....	42 37	
Jno. Stairs.....	Boiler tubes.....	228 60	
Anderton, Smith & Co.....	Bricks.....	2 40	
G. Flowers & Son.....	Making sails.....	352 15	
Ellen Doyle.....	Washing and cleaning cabin.....	7 00	
J. Jodry.....	Carpenter's labour.....	80 00	
Anderton, Smith & Co.....	Lumber.....	8 05	
Baxter Bros.....	Mattresses and pillows.....	44 50	
Jas. Fraser.....	Ice chest.....	14 50	
Henry Cook.....	Provisions.....	24 00	
Macdonald & Co.....	Castings and repairs to machinery.....	140 73	
			11,688 36
<i>Sir James Douglas.</i>			
Capt. Cooper.....	Pay, list of officers and crew.....	6,274 98	
W. P. Wayward.....	Lumber.....	29 07	
Langley & Co.....	Oil, brushes, turpentine, etc.....	193 48	
A. R. Robertson	Legal services.....	10 00	
H. Saunders	Provisions, groceries, meat, etc.....	3,115 33	
Hee Gee	Washing.....	37 75	
Dunsmuir, Diggle & Co.....	Coal, 135½ tons, at \$5.50, \$745.25 ; filling sacks, \$34.75.....	780 00	
Harewood Colliery & Co.....	Coal, 231 tons, at \$5.25, \$1,212.75 ; 72 tons, at \$4.50, \$324.00.....	1,536 75	
C. E. Redfern.....	Dinner set, cutlery, etc.....	154 50	
J. P. Goodhue.....	38 tons coal, at \$8 00, \$304.00 ; 5 per cent. primage \$15.20.....	319 20	
do	Paid Indians for landing, Bella Bella.....	45 00	
Jacob Sehl.....	Furniture, carpets, bedding, towels, etc.....	614 06	
E. Marvin.....	Hardware, scale, etc.....	7 00	
H. Short.....	Cutlery, cartridges, etc.....	46 25	
E. B. Marvin.....	Copper, paint, oil, rope, awnings, etc.....	729 50	
Wm. Jones.....	Earthenware and glassware.....	141 75	
West Huson.....	Seven cords of firewood.....	28 00	
Drake & Jackson.....	Legal advice as to discharged seamen.....	3 25	
J. Y. Creighton.....	Six cords of wood at Kemsquish.....	12 00	
T. Wilson & Co.....	Linen damask, napkins, etc.....	26 62	
P. McQuade & Son.....	Flags, oil, oars, etc.....	324 47	
J. Spratt.....	Foundry, forge and shop work materials.....	201 36	
S. L. Kelly & Co.....	Repairs, pans, lead, etc.....	52 26	
Charlie (Indian).....	10 days' labour.....	10 00	
Jno. Crowther.....	Painting and varnishing cabin, glazing, etc.....	72 25	
John Holden.....	Repairing and supplying tools, etc.....	32 75	
W. J. Jeffree.....	Flannel shirts.....	14 00	
	Carried forward.....	14,811 58	88,826 95

STATEMENT of Expenditure on account of Dominion Steamers, for the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward		14,811 58	88,826 95
<i>Sir James Douglas.</i> —Continued.			
A. Rodgers.....	Indian labor landing coal, Race Rocks.....	8 50	
Mrs. Wakefield.....	Washing.....	10 75	
Jas. Cunningham.....	Nut oil.....	15 00	
Vancouver Coal Co.....	96 tons of coal, \$4.50.....	432 00	
A. McLean & Co.....	Straw hats and shirts.....	11 50	
Thos. C. Jones.....	Hire of galley for Governor-General.....	25 00	
James Wise.....	Two cords of wood.....	6 75	
Sam. Chung.....	Washing.....	27 12	
A. & W. Wilson ..	Patent water closet, brass treads, etc.....	202 62	
Hudson's Bay Co.....	Indian labor, coaling at Bella Bella.....	40 75	
do	Water, rope, storage, iron, rubber packing, etc.....	103 19	
L. Le Lievre.....	Assistance in office.....	9 00	
J. Bramwell.....	Labour, brass sockets, etc.....	9 30	
Thos. Westgarth.....	Surveyor's fee, \$3.00; tracings, etc, \$5.00.....	8 00	
J. J. Robinson.....	Building new surf-boat, \$110.00; repairing old one \$30.00.....	140 00	
do	Fitting up bunks, and repairs on board.....	26 70	
Baynes Sound Colliery Co.....	11½ tons coal, \$4 50, \$51.75; 480 feet lumber, \$6.24.....	57 99	
Victoria Water Works....	9 months water rent, 1st Oct., 1876, to 30th June, 1877.....	22 50	
Quennell & Robinson.....	Beef at Nauaimo.....	3 12	
J. A. Kenhead.....	Beef and provisions.....	21 33	
W. B. Townsend.....	Provisions at New Westminster.....	80 33	
O. McNee & Sons.....	Flags, £4 14s sterling.....	22 87	
Total			16,095 90
Total			104,922 85
RECAPITULATION.			
Steamer "Napoleon III".....		19,884 10	
do "Druid".....		20,685 28	
General account, Steamers "Napoleon" and "Druid".....		9,418 28	
Steamer "Newfield".....		27,150 93	
do "Glendon".....		11,688 36	
do "Sir James Douglas".....		16,095 90	
			104,922 85

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,
Accountant.

APPENDIX No. 8.

STATEMENT of expenditure on account of Steamboat Inspection, for the Fiscal Year ended 30th June, 1877.

		\$	cts.
Samuel Risley.....	Twelve months' salary as Chairman of Board and Inspector, Toronto	1,764	00
Wm. M. Smith.....	Twelve months' salary as Deputy Chairman of Board and Inspec- tor, St. John, N.B.	1,372	00
W. J. Menelly.....	Twelve months' salary as Inspector, Toronto.....	1,176	00
Jno Burgess.....	do do Montreal.....	1,176	00
F. X. Befort.....	do do Three Rivers.....	980	00
Jos. Samson.....	do do Quebec.....	980	00
Jos. Taylor.....	do do Kingston.....	980	00
Thos. Westgarth.....	do do British Columbia.....	750	00
Receiver-General.....	Tax on Inspector salaries	172	00
S. Risley.....	Travelling, and office expenses.....	1,084	42
Wm. M. Smith.....	do do	664	83
W. J. Menelly.....	do do	350	91
Jno. Burgess.....	do do	136	78
F. X. Befort.....	do do	146	61
Jos. Samson.....	do do	86	72
Jos. Taylor.....	do do	243	15
Thos. Westgarth.....	do do	297	93
J. Bethune, Q.C.....	Professional services, <i>in re</i> Steamer "Enterprise".....	2	00
Copp, Clark & Co.....	Printing and binding examination and registry papers, acts, etc.	231	00
E. Robinson.....	Costs of prosecution, Chatham, Ont., <i>in re</i> Jas. W. & Henry Taylor	56	00
Ralph Smith & Co.....	Engraving and printing certificates	240	00
Jos. Samson.....	Paid for putting up Quebec Office.....	60	00
Barry & Campbell.....	Oil cloth for Inspector's Office at Montreal.....	41	86
W. Gliddon.....	Translating rules and regulations.....	4	80
W. Searle.....	Tracing in cold positions, of lights, etc., on 1,000 copies of Steamboat Acts.....	20	00
F. Robert.....	Attendance as witness <i>in re</i> prosecution owners of Steamer "Champion".....	10	00
J. G. Currie.....	Legal expenses, prosecuting W. Anderson, <i>et al.</i>	25	00
D. W. Higgins.....	Printing forms and notices.....	18	00
Hudson Bay Co.....	Storage, etc., on testing pump.....	3	00
Total.....		\$13,073	01

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant.

APPENDIX No. 9.

STATEMENT of Expenditure on account of Examination of Masters and Mates, for the Fiscal Year ended 30th June, 1877.

		\$	cts.
Capt. P. A. Scott.....	Twelve months' salary as Chairman of Board	1,764	00
D. M. Browne.....	do do Clerk.....	900	00
Capt. P. A. Scott.....	Travelling expenses, etc., holding examinations at Quebec and St. John.....	728	26
Receiver General.....	Tax on Capt. Scott's salary.....	36	00
Capt. F. W. Hyndman.....	Examination fees	28	00
do J. Pritchard.....	do	104	00
do W. Thomas.....	do	120	00
do D. Hunter.....	do	96	00
do G. A. Mackenzie.....	do	64	00
do E. D. Ashe.....	do	20	00
do R. Cameron.....	do	12	00
St. John's Gas Works.....	Gas for St. John Office.....	11	55
Dawson & Co.....	Ainsley's Guides for Marine Examinations.....	12	76
A. & W, McKinlay.....	Stationery.....	17	77
Capt. Scott.....	Paid for stationery for Prince Edward Island Office.....	7	99
A. & H. Creighton.....	Charts, almanacs, etc.....	20	50
D. Murray & Co.....	Floor cloth, towels, etc.....	31	17
T. Walsh & Co.....	Whitewashing, etc., Office.....	12	00
Barter Bros.....	Blinds for Office.....	6	00
Ellen Doyle.....	Cleaning Office.....	6	00
British American Bank Note Company.....	Printing 400 forms and certificates.....	52	00
Total		\$4,050	00

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 10.

STATEMENT of Expenditure on account of Registry and Survey of Canadian Shipping, during the Fiscal Year ended 30th June, 1877.

		\$	cts.
W. M. Somerville... ..	On account of services and travelling expenses... ..	510	00
Crown Agents for Colonies.....	To pay for metallic tapes re-measuring steamers in inland waters	164	57
do	To pay for freight on certificates of registry.....	8	40
do	To pay for shipping forms.....	6	48
Collector of Customs, Ottawa.....	Duty on metallic tapes.....	26	60
W. Dawson & Son	Subscription to <i>Shipping and Mercantile Gazette</i> , from 27th September, 1876, to 31st December, 1877, £9 17s. 9d. stg..	48	86
Treasurer of American Lloyd's	One copy of American Lloyds' for 1877.....	23	88
Geo. Easton.....	Paid for tin box for registration papers at Brockville	2	25
Thos. H. Sime.....	To pay for Register "Bureau Veritas" for 1877, £10 10s. stg...	51	10
Total.....		\$842	14

W. M. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant

APPENDIX No. II.

EXPENDITURE on account of Investigations into Wrecks and Casualties, for
the Fiscal Year ended 30th June, 1877.

		\$	cts.
James Barber.....	Reporting wrecks—69, at \$2.....	138	00
H. A. Hood.....	do 58, at \$2.....	116	00
Jas. Ross.....	do and expenses.....	23	00
J. J. Fox.....	do 3, at \$2.....	6	00
E. D. Tremain.....	Reporting five wrecks, \$10; on rescuing crew of "Maggie H. Journey" and special report, \$10.....	20	00
D. Currie.....	Investigating into stranding of bark "Salacia".....	32	00
Jas. Dougall & Son.....	Advertising loss of steamer "Renaud".....	3	40
Geo. Perry.....	Investigating into wreck of steamer "Renaud".....	4	25
	Total.....	\$342	65

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 12.

STATEMENT of Expenditure on account of Rewards for Saving Life, purchase, etc., of Lifeboats, for the Fiscal Year ended 30th June, 1877.

		\$	cts.
John Leslie.....	Accounts for gold and silver watches, binocular-glasses, etc., as rewards for saving life.....	1,057	80
Jno. Williams.....	} Services rendered in saving crew of "Herald" of Montreal..	60	00
P. Gorman.....			
W. Borritt.....			
Jno. Saunders.....			
Danl. May.....			
J. McAllister.....	} Services of tug "Henry Aitken," and hire of eight men, rescuing crew of schooner "Mary Kate".....	150	00
Wm. Batt.....			
W. J. McDonnell.....	Lifeboat, etc., for River Thames Lighthouse.....	400	00
A. Hanson.....	Services rendered, saving crew of brig "Ceres" of St. Andrews	20	00
E. Smith.....	do do do do	20	00
George Carr and Louis Kolmorgan.....	Seamen of "Smyrnoite," for services rendered.....	80	50
Corporation of City of Toronto.....	Grant towards maintenance of lifeboat, kept by Thos. Tinning, for year ending 31st December.....	75	00
Jno. Carl.....	Seaman barque "Lepante," for services rendered.....	15	25
Jas. Ouellet.....	} Services rendered in saving Keeper, Lark Islet Lighthouse ...	80	00
Jos. Ouellet.....			
Henry Dufour.....			
Jean Dechéne.....			
Total.....		\$1,958	55

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 13.

STATEMENT of Expenditure and Receipts on account of Harbour Police, Montreal, and Water Police, Quebec, for the Fiscal Year ended 30th June, 1877.

QUEBEC.		\$	cts.	\$	cts.
R. H. Russell.....	Twelve months' salary as Chief of Police and Shipping Master.....	1,176	00		
W. Miller.....	Twelve months' salary as Clerk to Chief of Police and Shipping Master.....	979	92		
J. U. Gregory.....	Pay-list of men.....	14,085	07		
do.....	Pay-list of men for good conduct.....	1,703	80		
Receiver-General.....	Superannuation tax on salaries of Chief of Police, etc., \$24; and Clerk, \$20.....	44	00		
J. Boivin.....	Brushes, locks, paint, etc.....	46	25		
L. Aré.....	Tallow for engine of Police steamer.....	29	52		
J. M. Tardivel.....	Painting.....	15	00		
Archer & Co.....	Lumber, oak, etc.....	114	60		
C. E. Holiwell.....	Stationery.....	37	75		
A. H. Murphy.....	Coals for steamer, 47 chaldrons, at \$7.50.....	352	50		
C. & W. Wurtele.....	Rivets, nuts and iron.....	16	55		
G. T. Phillips... ..	Copper, wire and gongs.....	49	55		
T. Routier.....	Repairing boat, caulking, etc., Steamer.....	122	90		
G. Glassford.....	Iron.....	24	40		
G. Bisset.....	Turning and screwing spindle, valve, etc., for steamer.....	8	05		
Jas. Marmen.....	16 cords of firewood.....	68	85		
G. T. Cary.....	Printing 200 charge sheets \$10; subscription to <i>Quebec Mercury</i> , \$6.....	16	00		
R. H. Russell.....	Calash hire, postages, etc.....	127	80		
E. Chanteloup.....	Buttons, anchors for caps, etc.....	89	25		
F. W. Henshaw.....	Coals, eight tons, at \$2.....	16	00		
J. Fuchs.....	Uniforms, clothing, waterproof, etc.....	80	66		
P. Hickey.....	Conveyance and board of prisoners at Murray Bay..	9	90		
W. Moore, for steamer "Secret".....	Passage of eight prisoners, Gaspé to Quebec.....	48	00		
Audet & Robitaille.....	Freight of eight tons of coals, \$14; rope, \$15.03....	29	03		
St. Lawrence Steamship Navigation Company.....	Passage from Quebec to Murray Bay and board two constables and six prisoners.....	21	90		
L. Bourget.....	Oil, turpentine, white lead, wicks, etc.....	195	12		
P. Mahadey.....	Hook handles.....	4	80		
M. Doyle.....	Repairing uniforms.....	10	40		
R. H. Russell.....	Paid for provisions to prisoners.....	38	97		
J. Cunningham.....	Making shirts, buoys, etc.....	64	75		
A. Grant.....	Provisions.....	2	75		
A. M. Foster.....	Tube cleaner.....	4	00		
H. Quinn.....	Making clothes, repairs, etc.....	19	50		
J. Blais.....	Wintering pontoon.....	20	00		
F. O. Vallerand.....	Chimneys.....	1	35		
T. Berrigan.....	Conveyance of seamen and prisoners.....	413	00		
F. M. Dechéne.....	Making winter clothing.....	204	98		
S. J. Shaw & Co.....	Paint, brushes and hardware.....	112	68		
Dawson & Co.....	Stationery.....	23	88		
R. H. Russell.....	Paid for men's boots, \$154; repairs to clothing, \$14.....	168	00		
O. L. Richardson & Son.....	Leather.....	8	96		
Renfrew & Co.....	Caps.....	7	00		
M. Whalen.....	Repairing clothing.....	7	75		
Carried forward.....		20,621	14		

STATEMENT of Expenditure and Receipts on account of Harbor Police,
Montreal, and Water Police, Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	20,621 14	
QUEBEC.— <i>Continued.</i>			
Fullerton & Co.....	Making boat, mast, oak planking, etc.....	16 50	
J. J. Foote.....	Subscription to <i>Morning Chronicle</i>	6 00	
S. Marcotte.....	200 copies of Report.....	9 00	
M. Dechéne.....	Striped cottons, straw hats, linings, tailors trimmings, etc.....	179 44	
do	On account of clothing.....	650 00	
			21,482 08
MONTREAL.			
H. St. A. Ormond.....	Seven months' salary as Inspector of Police, 212 days at \$2.50.....	530 00	
Jno. McLaughlin.....	Twelve months' salary as Chief	1,095 00	
H. St. A. Ormond.....	Pay-list of men, from 1st July, 1876, to 30th June, 1877.....	9,783 25	
Jno. McLaughlin.....	Expenses at station, conveying prisoners, etc.	121 86	
Geo. Bury	Twelve months' rent of station.....	200 00	
do	Taxes on station, to 30th April, 1877.....	36 00	
Montreal Water Works...	One year's tax.....	16 90	
Lovell Printing Co.....	Two directories.....	5 00	
P. McTiernan.....	Meals furnished destitute prisoners.	15 72	
Montreal Gas Co.....	Gas.....	43 85	
Alex. McCambridge.....	Straw for palliasses.....	4 00	
Jno. Parslow	Stationery.....	8 90	
Warmington & Philber...	Gas repairs, \$11.81; drinking cups, \$1.98.....	13 79	
Jas Meldrum.....	Coal, 9,570 lbs. at \$6.75 per ton	32 29	
N. Lefebvre	Repairing coat.....	1 00	
Jas. Brown & Bros.....	Feather duster.....	1 50	
Montreal Post Office.....	Rent of box, \$4.50; stamps, \$5.00	9 50	
Dawsen Bros.....	Tracing paper, cash box and diary	4 00	
Hopkins & Wily.....	Drawing plans.....	4 25	
Montreal Herald Co.....	Subscription, 1st Jan., 1876, to 31st Dec., 1877	12 00	
J. J. Foote.....	Subscription to <i>Morning Chronicle</i> , 1st July, 1875 to 31st December, 1877.....	15 00	
W. Donohue.....	Gloves for self and three others	8 00	
Thos. Costen & Co.....	Two boxes of cartridges.....	1 50	
Murray & Co.....	Copying press, ledgers, etc.....	87 92	
F. M. Dechéne.....	60 yards blue serge at \$1.80.....	108 00	
T. J. Claxton & Co.....	Rubber coats, \$82.25; gloves and stocks, \$21.50....	103 75	
T. Farquarson	Making serge coats	84 50	
R. J. Maiden.....	Boots, etc.....	52 25	
D. Bentley.....	Printing, etc.....	29 00	
Jas. Sutherland	Stationery.....	2 25	
E. Hausselmace.....	Table and varnishing	9 00	
P. J. Ross & Bros.....	Pails, brushes, etc.....	4 90	
Jas. Brown & Co.....	Hardware, cocoa matting, etc.....	39 29	
J. L. Cassidy & Co.....	Glassware, etc.....	5 48	
Whiteside, Jordan & Co.	Bedding	7 00	
G. & J. Esplin.....	Lumber.....	3 82	
Tate & Coverton.....	Sticking plaster.....	2 25	
E. R. Brown & Co.....	Coal.....	2 75	
W. Allworth.....	Binding public accounts	4 50	
T. & R. White.....	Printing.....	6 00	
Hy. Thompson.....	Office furniture.....	12 00	
Jno. Fox.....	Straw for palliasses	5 00	
T. G. Wilt & Co.....	Extra batons	4 10	
Brown Bros. & Co.....	Locks and nails.....	2 10	
Jno. McDonald	Iron work.....	2 70	
H. St. A. Ormond.....	Paid for handcuffs, \$46.50; telegrams, postages and sundries, \$28.59.....	75 09	
	Carried forward.....	12,616 96	

STATEMENT of Expenditure and Receipts on account of Harbor Police,
Montreal, and Water Police, Quebec, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....		12,616 96	.....
MONTREAL.—Continued.			
H. St. A. Ormond.....	To pay for flag, \$25.50 ; advance for incidental expenses, \$50.00.....	75 50	
J. D. Anderson	Winter and summer clothing.....	727 50	
David Burnet.....	Boots	224 00	
H. Morgan & Co.....	Stocks and gloves.....	51 21	
McIver & Co.....	Caps and covers.....	203 75	
J. McLaughlin.....	Clothing for Chief	96 60	
T. J. Claxton & Co.....	Carpet, blankets, towelling, etc., for furnishing new station	141 72	
Owen McGarvey & Son...	Chairs, office desk, tables, mats, etc	83 75	
			14,220 99
	Less,—Amount paid on account for clothing, and charged in account of last fiscal year.....		696 70
			\$13,524 29
Total expenditure, Quebec.....		21,482 08	
do do Montreal.....		13,524 29	
			35,006 37
Receipts at Port of Quebec.....		23,512 20	
do do Montreal.....		5,085 90	
			28,598 10
Excess of expenditure over receipts			\$6,408 27

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant

APPENDIX No. 14.

STATEMENT on account of Expenditure of Magnetic Observatory, Toronto.
for the Fiscal Year ended 30th June, 1877.

		\$ cts.	\$ cts.
G. T. Kingston.....	Twelve months' salary as Director of Observatory.	1,999 20	
Thos. Menzies.....	do do Observer.....	533 28	
W. A. Stewart.....	do do do	533 28	
W. F. Davison.....	do do do	533 28	
C. Sturgeon.....	Three months do Messenger.....	74 07	
Jno. Merryfield.....	Nine months do do	225 00	
Receiver General.....	Superannuation tax on above salaries.....	61 89	
W. Menzies.....	Shingling roof and carpenters' labour.....	75 00	
C. Thompson.....	Soap, brushes, candles, etc.....	6 95	
Rice Lewis & Co.....	Hardware.....	39 08	
Rowell & Hutchison.....	Stationery.....	7 50	
E. Hooper & Co.....	Chemicals.....	27 36	
W. H. Sparrow.....	Oil, chimneys and hardware.....	95 03	
D. S. Keith.....	Gas fittings and heating apparatus.....	55 04	
Western Assurance Co.....	Premium on \$5,400, 28th Sept., 1876, to 28th Sept., 1877.....	40 00	
Toronto Gas Co.....	Gas to 31st March, 1877.....	125 55	
Jos. McCausland.....	Colored glass.....	3 35	
Estate H. J. Smith.....	Repairing pump.....	4 00	
S. Marchmont.....	Removing night soil.....	29 59	
W. C. Morrison.....	Repairing clock.....	1 50	
A. Brimstin.....	Making new key.....	0 40	
Lyman Bros. & Co.....	Chemicals.....	47 53	
J. Myles.....	Nine tons coal, \$54.00; nine cords wood, \$49.50; cutting and piling, \$9.00.....	112 50	
T. Downey.....	Shingles and lumber.....	43 78	
Meakin & Co.....	Holland.....	0 50	
W. Mulligan.....	Paint, oil and painting.....	26 00	
M. Staunton & Co.....	Wall paper, painting and paper hanging.....	17 65	
W. A. Carter.....	Taking up and re-placing pump, cleaning well, etc.....	10 00	
Meteorological Office, Toronto.....	Transcribing old Toronto observations.....	5 65	
Copp, Clark & Co.....	Stationery.....	9 50	
J. S. Champ & Co.....	Felting roof.....	21 37	
John Wright.....	Repairing pump, tubing, cleaning out cestern.....	14 85	
W. F. Davison.....	Paid for painting and repairs to house.....	15 06	
do.....	Binding registers, etc.....	6 00	
C. Carpmael.....	Paid for window blind cord.....	1 00	
	Total.....		4,801 74

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant.

APPENDIX No. 15.

STATEMENT of Expenditure on account of Quebec Observatory, for the Fiscal Year ended 30th June, 1877.

E. D. Ashe, R.N	Twelve months' salary as Director	1,374	72
Thos. Heatly	do do Assistant Director	600	00
Receiver-General	Superannuation tax for nine months' on Director's salary	21	00
Thos. Heatly	Paid for labour, etc.	47	00
F. O. Vallerand	Coal oil, chimneys, wicks, burners etc	82	10
A. Kane	Stove piping, etc	25	00
W. F. Lemesurier & Co ..	11 cord firewood, three at \$4.00, and eight at \$5.00	52	00
Quebec Water Works	Balance of water rate, from 1st May, 1876, to 1st May, 1877	40	00
Robt. Borland	Three tons of coal, \$17.25; cartage, \$3.00	20	25
Hatch Bros	Work and repairs at Observatory	20	60
Sampson Bros	On account of repairs to machinery	15	00
J. J. Foote	Advertising in Quebec <i>Morning Chronicle</i>	35	00
Canadian Express Co	Freight	1	75
E. D. Ashe	Postage stamps and sundry expenses	27	54
W. Crawford & Sons	Coal	31	00
P. Poulin	Repairing and jewelling chromometer	20	00
	Total	\$2,412	36

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant.

APPENDIX No. 16.

STATEMENT of Expenditure on account of the Observatory, St. John, N. B.,
for the Fiscal Year ended 30th June, 1877.

		\$	cts.
J. B. Longley	Five months' salary as Keeper of Time Ball.....	201	60
G. Hutchinson.....	Twelve do Director.....	493	72
Allan Bros.....	Ironfounders' repairs.....	34	95
Hugh Galt.....	Painting.....	57	49
Receiver-General.....	Superannuation tax.....	4	71
Mrs. J. Thompson.....	Repairing flags.....	9	70
Jas. Wilson.....	do	12	00
Walter Lane.....	Erecting signal mast and stairs	25	24
Jas. Cassely.....	Rigging signal mast and halyard.....	12	57
J. B. Longley.....	Paid for ladder, etc	5	30
		\$857	28

WM. SMITH,

Deputy Minister of Marine and Fisheries

JOHN TITTON,

Accountant.

APPENDIX No. 17.

STATEMENT of Expenditure on account of McGill University Observatory,
Montreal, for the Fiscal Year ended 30th June, 1877.

		\$	cts.
W. C. Baynes, Secretary.	Grant in aid.....	500	00

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

APPENDIX No. 18.

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year ended 30th June, 1877.

		<i>Salaries.—Central Office.</i>	\$ cts.	\$ cts.
G. T. Kingston, M.A.....	Twelve months' Salary as Superintendent.....		1,000 00	
C. Carpmael, M. A.....	do do Deputy Superintendent.....		1,500 00	
S. A. Roberts.....	do do Inspector of Stations.....		800 00	
R. F. Stupart.....	do do Assistant Clerk.....		600 00	
T. H. Monk.....	do do Corresponding Clerk.....		475 00	
J. Young.....	do do Assistant Clerk.....		450 00	
H. P. Payne.....	do do do.....		399 75	
B. C. Webber.....	do do do.....		300 00	
T. Menzies.....	do do do.....		300 00	
W. A. Stewart.....	do do do.....		300 00	
W. F. Davison.....	do do do.....		300 00	
C. E. Stewart.....	Salary as occasional Clerk.....		200 00	
C. Sturgeon.....	Salary as Messenger, to 11th September, 1876.....		25 00	
J. Merryfield.....	Eleven days wages as Messenger.....		11 00	
<i>Chief Stations.</i>				6,660 75
Sydney.....	T. C. Hill, twelve months' salary as Superintendent, \$200, and assistance, \$100.....		300 00	
Halifax.....	F. Allison do 400 do 300.....		700 00	
St. John, N.B.....	G. Murdoch do 400 do 340.....		740 00	
Fredericton.....	Prof. Harrison do 340 do 260.....		600 00	
Montreal.....	C. H. McLeod do 300 do 200.....		500 00	
Woodstock.....	J. Montgomery do 240 do 160.....		400 00	
Winnipeg.....	St. John's College.....		800 00	
Spence's Br dge.....	J. Murray do 240 do 160.....		400 00	
<i>Telegraph Stations.</i>				4,440 00
Sydney.....	T. C. Hill, twelve months' salary as Superintendent, \$300, and assistance \$132.....		432 00	
Halifax.....	F. Allison do 200 do 100.....		300 00	
Chatham.....	G. A. Blair do 300 do 132.....		432 00	
Father Point.....	J. McWilliams do 200 do 60.....		260 00	
Quebec.....	Capt. Ashe, R.N., twelve months' salary as Superintendent.....		250 00	
Ottawa.....	J. B. Haney, ten months' salary as Superintendent to 1st May, 1877.....		250 00	
Rockliffe.....	W. H. McIntyre, salary from 15th Nov., 1876.....		150 00	
Kingston.....	S. Woods, M.A., twelve months' salary as Superintendent.....		432 00	
Port Dover.....	H. Morgan, twelve months' salary as Superintendent.....		432 00	
Port Stanley.....	M. Payne do do.....		432 00	
Saugeen.....	K. Stewart do do.....		400 00	
Parry Sound.....	Rev. R. Mosley do do.....		396 00	
Fort Garry.....	J. Stewart do do.....		432 00	
<i>Reserve Telegraph Stations.</i>				4,598 00
St. Andrews, N.B.....	Dr. S. T. Gove, twelve months' salary as Superintendent.....		300 00	
Charlottetown.....	H. J. Cundall do do.....		300 00	
Brockville.....	W. R. Begg do do.....		120 00	
Stayner.....	R. J. Cole do do.....		120 00	
Carried forward.....				16,538 75

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—*Continued.*

		\$	cts.	\$	cts.
Brought forward				16,538	75
<i>Drum Stations.</i>					
St. John, N.B.....	J. B. Longley, twelve months' salary.....	60	00		
Digby, N.S.....	W. H. Taylor do do	60	00		
Liverpool, N.S.....	J. L. Hemmeon do do	60	00		
Halifax, N.S.....	Sergt. Marshall, R.E., twelve months' salary	24	00		
Louisburg, N.S.....	W. H. Townsend do do	60	00		
Cow Bay, N.S.....	C. Archibald do do	60	00		
Glace Bay.....	C. H. Rigby do do	60	00		
Port Hastings	P. Grant do do	60	00		
Pictou.....	M. Campbell do do	60	00		
Port du Chêne	T. E. Smith do do	45	00		
Bathurst.....	Hon. J. Ferguson do do	100	00		
Dalhousie.....	H. A. Johnson do do	78	00		
Percé.....	P. Vibert do do	15	00		
Gaspé.....	J. Eden do do	45	00		
Quebec (Citadel).....	J. B. Donaldson do do	100	00		
Cobourg.....	H. B. White, salary as Keeper, to 31st Dec., 1876... F. Reynolds salary as Keeper, from 1st April, 1877 to 30th June, 1877.....	30	00		
Port Hope.....	Capt. F. F. Janes, nine months' salary as Keeper... ..	45	00		
Queen's Wharf, Toronto.	Capt. A. Taylor, nine do do	45	00		
Gibraltar Point, Toronto	G. Duran, nine do do	45	00		
Oakville.....	S. Bell, five days' do do	0	75		
Hamilton.....	G. Black, nine do do	45	00		
Burlington Beach.....	T. Campbell, nine do do	35	00		
Port Dalhousie.....	E. F. Dwyer, twelve do do	60	00		
Port Colborne.....	D. Hughes, nine do do	60	00		
Goderich.....	G. N. McDonald, nine do do	45	00		
Kincardine.....	Dr. Martyn, twelve do do	100	00		
Saugeen.....	Thos. Davis, twelve do do	60	00		
Presqu'Isle.....	J. Mackenzie, twelve do do	60	00		
Collingwood.....	Major Bligh, twelve do do	78	00		
				1,610	75
<i>Special Station.</i>					
Esquimault, B.C.....	W. H. Bevis, twelve months' salary as Keeper.			180	00
<i>Instruments and Apparatus.</i>					
J. Green.....	Barometers, repairs, etc.....	688	79		
Booth & Son.....	Rain gauges.....	332	50		
R. H. Scott.....	Instruments from Meteorological Office in England	1,322	80		
Jas Foster.....	Anemometers, barometers, etc.....	1,339	55		
Hahl & Co.....	Anemographs.....	145	02		
M. Turnbull.....	Barometers.....	120	70		
W. Menzies.....	Thermometer screens and sheds.....	80	00		
J. P. Wagner.....	Blinds for Thermometer sheds.....	52	00		
H. Pim.....	Angle irons for sheds.....	39	10		
G. Murdoch.....	Repairing instruments, St. John.....	30	00		
T. Tushingham.....	Packing cases and boxes.....	25	00		
G. Potter.....	Levelling staff.....	24	00		
J. Catto.....	Packing material.....	15	65		
W. H. Rice.....	Wirework for sheds.....	9	00		
D. Bryan.....	Piercing porcelain for thermometer frames.....	8	40		
A. Kleiser.....	Watch oil for instruments.....	8	25		
T. Dean.....	Brass castings.....	0	95		
Electric Hardware Co.....	Hardware.....	14	75		
				4,256	46
Carried forward.....				22,585	96

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
Brought forward.....			22,585 96
<i>Fittings and Repairs at Stations.</i>			
Andrew Miles.....	Repairing anemometer, Stayner.....	1 00	
M. Bowman.....	do do Halifax.....	10 00	
T. C. Hill.....	Repairs at station, Sydney.....	5 36	
G. A. Blair.....	do do Chatham.....	12 92	
W. H. McIntyre.....	do do Rockliffe.....	11 91	
J. A. Skinner.....	Repairs to anemometer, Kingston.....	2 50	
C. Robinson.....	Pointing fence, Peterboro'.....	2 00	
G. L. McBurney.....	Erecting thermometer shed, Peterboro'.....	5 00	
J. Edgecombe.....	Repairing wind vane, Port Stanley.....	1 00	
Jas. Saunders.....	Repairing anemometer, Goderich.....	1 75	
A. Wallace.....	Repairing anemometer clock, Goderich.....	1 25	
			54 69
<i>Signal Masts, Drums, &c.,</i>			
J. Eden.....	Repairs to mast, etc., Gaspé.....	3 25	
F. G. Stoop.....	Painting mast, St. Andrews.....	5 00	
P. Vibert.....	Repairs to mast, drum, etc., Percé.....	20 00	
Thomas Davis.....	Rope, Saugeen.....	1 64	
Jas. Saunders.....	Repairing lantern, Goderich.....	1 95	
H. Price.....	Repairing mast, etc., Goderich.....	3 57	
G. H. Crook.....	do do Halifax.....	3 85	
S. Price.....	Rope, repairs, etc., Port Stanley.....	9 40	
Black Bros.....	Repairing lantern, etc., Halifax.....	5 00	
E. F. Dwyer.....	Coal oil, wicks, etc., Port Dalhousie.....	1 05	
T. F. Jones.....	do do Port Hope.....	1 95	
G. Durnan.....	Taking down windlass, etc., Toronto.....	3 20	
C. Burley & Co.....	Fixing storm drum, etc., Collingwood.....	13 30	
A. Bligh.....	Repairs to mast, etc., Collingwood.....	4 75	
C. J. Wright.....	Box for storm drum, etc., Liverpool.....	7 00	
Dr. Martyn.....	Paid repairs to drum, etc., Kincardine.....	14 50	
W. Townsend.....	Repairing drum, etc., Louisburg.....	3 75	
J. C. Henneon.....	do do Liverpool.....	2 90	
T. C. Hill.....	do do Sydney.....	15 39	
W. H. Taylor.....	do mast, etc., Digby.....	4 00	
M. Campbell.....	do do Pictou.....	5 40	
J. H. Bartlett.....	Lamps for drums.....	213 00	
J. Adams.....	Storm do.....	152 80	
			496 65
<i>Stationery, Books, etc.</i>			
Rowell & Hutchinson...	Stationery, reports, postal cards, etc.....	229 75	
W. L. McGillvray.....	Carbon paper.....	4 00	
Asser & Sherwin.....	Large portfolio.....	8 50	
J. B. Carter.....	Mounting maps.....	1 80	
Brown Bros.....	Printing forms, reports, handstamp, pens, pencils, etc.....	137 86	
Copp, Clark & Co.....	Forms, tables, etc.....	213 10	
W. F. Davison.....	Binding books, etc.....	86 30	
R. Wilkinson.....	Newspaper bands, stamps, etc.....	185 07	
Hunter & Co.....	Photographing map.....	5 00	
Jno. Owen.....	Mackinnon pens.....	6 50	
Adam, Miller & Co.....	Bookbinding.....	128 05	
Rolph, Smith & Co.....	Maps of meteorological stations.....	60 25	
Hart & Rawlinson.....	Tracing linen, mathematical tables, etc.....	46 15	
Trout & Todd.....	Printing circulars.....	11 10	
Wright & Taylor.....	Pen holders, directory, etc.....	7 50	
Globe Printing Co.....	Twelve months' subscription to <i>Globe</i> , 1st January, to 31st December, 1877.....	7 00	
Carried forward.....		1,137 93	23,137 30

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		\$ cts.	\$ cts.
	Brought forward	1,137 93	23,137 30
<i>Stationery, Books, etc.—Continued.</i>			
T. H. Monk.....	Preparing and writing six monthly Weather Reviews	30 00	
L. M. More.....	Stamping telegram envelopes.....	9 62	
Dunn, Wyman & Co.....	Five reams Manilla paper	5 00	
N. Hoffmeyer.....	Synoptic weather charts.....	79 33	
G. M. Kingsten.....	Constructing map of North America	50 00	
			1,311 88
<i>Telegraphy.</i>			
Montreal Co.....	Messages.....	5,729 12	
Dominion Co.....	do	581 40	
Western Union Co.....	do	1,044 60	
T. C. Hill.....	Rent of private line, Sydney.....	60 00	
W. Weeks.....	Drum Messenger do	36 00	
J. Leard.....	do Halifax.....	30 00	
J. Fitzgerald.....	Telegraph Messenger, do	96 00	
J. F. Mosley.....	do do Parry Sound.....	96 00	
H. K. Penrod.....	Special do New York	99 37	
M. Payne.....	Drum do Port Stanley	15 00	
G. A. Burnett.....	Salary as Operator, Buffalo	180 00	
do	Carbon paper, postages, etc., Buffalo.....	15 35	
H. W. Burnett.....	Salary as Operator, Central Office.....	480 00	
Thos. Hope.....	do do do	480 00	
Jas. Young.....	do Assis't do do	96 00	
B. C. Webber.....	do do do do	96 00	
do	Extra duty do do	15 00	
H. P. Payne.....	Salary as Assistant Operator, Central Office.....	36 00	
L. M. More.....	Mailing and telegraphing tri-weekly reports from Buffalo.....	30 00	
			9,215 84
<i>Travelling Expenses.</i>			
C. Carpmael.....	Inspecting stations.....	231 23	
S. A. Roberts.....	do do	207 10	
			438 33
<i>Freight, Cartage and Custom Dues.</i>			
F. Kingston.....	Freight, cartage and dues on instruments from England.....	114 53	
Bishop Rupert's Island.....	Freight on bonding charges.....	18 88	
H. T. Toynbee.....	Charges on instruments supplied.....	16 99	
Canadian Express.....	Charges on cases from England	17 05	
C. Carpmael.....	Freight, cartage and customs dues.....	126 18	
W. F. Ferguson.....	Freight on instruments from Toronto to Spencer's Bridge.....	5 50	
Col. Richardson.....	Freight on instruments from Toronto to Winnipeg.....	25 54	
E. Oram.....	Freight, &c., instruments to Windsor.....	3 75	
W. S. Bunster.....	do do British Columbia	8 75	
P. Cassidy.....	do do Cranbourne.....	7 25	
Beverly Robinson.....	Freight and duty of instruments from England.....	180 74	
American Express Co.....	do do from United States.....	138 50	
Wells, Fargo & Co.....	Freight eight cases to British Columbia.....	106 90	
D. Milloy.....	do from Montreal	8 55	
			779 09
	Carried forward.....		34,882 44

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—Continued.

		\$	cts.	\$	cts.
rought forward				34,882	44
<i>Petty Expenses at Stations.</i>					
Chatham	G. A. Blair	20	00		
Dalhousie	C. Bourne	2	70		
Esquimault	W. E. Bevis	2	00		
Father Point	J. McWilliams	5	90		
Fredericton	Professor Harrison	8	05		
Halifax	F. Allison, M.A.	6	47		
Ottawa	J. B. Haney	2	10		
Port Dover	H. Morgan	30	00		
Port Stanley	M. Payne	22	50		
Parry Sound	Rev. R. Mosley	20	65		
Peterboro'	S. A. Roberts	2	52		
Quebec (Citadel)	J. B. Donaldson	2	00		
Toronto Station, Central	C. Carpmael	10	81		
				135	70
<i>Miscellaneous.</i>					
Ansley & Barber	Twelve months' rent of office, Port Dover	30	00		
M. Payne	do ground rent of Anemometer Tower, Port Stanley	24	00		
C. Sturgeon	do rent of room for office, Toronto	15	00		
Moses Burpee	Survey at Fredericton, N.B.	25	00		
E. Evans	Water	11	00		
W. Hornbrook	do	5	00		
H. G. Tiepke	Alterations in report	6	25		
C. Thompson	Soap, brushes, turpentine, &c	7	00		
W. H. Sparrow	Dippers, oil, wicks, &c	98	45		
A. Miller & Co	Rope	0	30		
Sarber & Ellis	Carbon paper	1	25		
Rice Lewis & Son	Hardware	100	76		
E. Hooper & Co	Chemicals, distilled waters, &c	7	23		
Henry Pim	Angle plates, frames, &c	10	85		
C. A. Scadding	Stencil figures	3	32		
Electric Hardware Co	Hardware, sulphated copper, &c	33	89		
Thos. Belcher	Survey, Peterboro'	10	00		
H. V. Payne	Assisting photographing	6	00		
B. C. Webber	do in office	25	00		
R. Sheppard & Son	Stoves, piping, Toronto office	38	93		
T. A. Lockington	Desk, &c. do	14	00		
James Myles	Coal, \$58.75; 12 cords wood, \$66; sawing, &c. \$18	142	75		
H. E. Clarke & Co	Boxes	8	00		
R. Hay & Co	Tables	4	80		
Thos. Downey	Lumber	199	90		
Campbell & Son	Drawing paper	1	00		
Isolated Risk Insurance Co	Premium on \$5,500 from 30th June, 1877, to 30th June, 1880	90	00		
do do	do \$1,000 do	20	75		
W. Milligan	Paint and painting	99	66		
W. Menzies	Building store house, shingling shed, &c	82	50		
D. Henry	Assisting do do	39	00		
W. Moore	do do do	33	87		
Jas. Farrall	Plastering	50	00		
J. P. Wagner	Window frames, sashes, &c	32	05		
W. J. Hughes	Building chimney, 21 feet, at 75c	15	75		
J. Merryfield	Rent of room for office, Toronto	6	00		
T. W. Nash	Levelling at Kingston	5	00		
Carried forward		1,304	26	85,628	14

STATEMENT of Expenditure of Meteorological Office during the Fiscal Year, etc.—*Continued.*

		\$ cts.	\$ cts.
Brought forward		1,304 27	35,018 14
<i>Miscellaneous.—Continued.</i>			
John Armstrong & Co....	Repairing stove	3 40	
R. S. Parish.....	Altering paper case	1 50	
Toronto Gas Co.	Gas	44 83	
C. Carpmael.....	Postages, telegrams and sundry expenses.....	127 87	
Total.....			1,481 86
			36,500 00

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant.

APPENDIX No. 19.

REPORT ON THE MARINE HOSPITAL OF QUEBEC, FOR THE FISCAL YEAR ENDED 30TH JUNE, 1877.

MARINE HOSPITAL,
QUEBEC, 18th Oct., 1877.

SIR,—The trustees of the Marine and Immigrant Hospital of Quebec, have the honour to submit their Annual Report for the fiscal year 1876-77, as well as the return of the Resident Physician, as to the admissions, dismissals and deaths that have taken place at the hospital during the same space of time.

A detailed statement of the expenses incurred for the maintenance of the hospital accompanies this Report.

Thanks to their economy, and the severe control exercised by them over the administration of the affairs of the hospital, the trustees have this year succeeded in diminishing the expense by quite a considerable sum, about \$1,700. This decrease would have still been larger had it not been for the rise in prices of alimentary substances in general, and of bread and groceries in particular.

From the return of the Resident Physician it appears that the average duration of the stay of patients in the hospital has been a little longer than in the preceding year, but, on the other hand, the average mortality per cent. has fallen from $4\frac{4}{10}$ to $3\frac{6}{10}$. That reduction bears highly favourable testimony to the administration of the hospital and its sanitary condition.

Apart from the decrease of the expenditure, and the reduction in the mortality above mentioned, nothing worthy of particular notice has happened relative to the affairs of the hospital.

All respectfully submitted.

(Signed) P. WELLS, M.D.,
Secretary.

HON. A. J. SMITH,
Minister of Marine and Fisheries.

Return of Patients treated in the Marine and Immigrant Hospital from 1st July, 1876, to 30th June, 1877.

	Seamen.	Immigrants	Residents.
Remaining 1st July, 1876.....	59	4	32
Since admitted to 30th June, 1877.	622	23	317
	<hr/> 681	<hr/> 27	<hr/> 349
Total.....			1,057

Number of days passed in the Hospital.

Seamen.....	11,032
Immigrants	502
Residents	12,412
Total.....	<hr/> 23,954

Deaths during the same period

Seamen	13
Immigrants.....	0
Residents.....	26
	<hr/>
Total.....	39

S. CATELLIER, M.D.,

Resident Physician, Marine and Immigrant Hospital.

Quebec, 14th July, 1877.

STATEMENT of Expenditure on account of the Marine and Immigrant Hospital, Quebec, for the Fiscal Year ended 30th June, 1877.

		\$	cts-
J. A. Sewell, M.D.....	Twelve months' salary as Chairman of Commissioners.....	400	00
O. Robitaille, M.D.....	do do do Commissioner.....	200	00
A. Von Iffland, M.D.....	Three do do do.....	50	00
Estate of Von Iffland, M.D.....	do do do do.....	50	00
P. Wells, M.D.....	Twelve do do Secretary-Treasurer.....	600	00
J. E. Landry, M.D.....	do do do Visiting Physician.....	400	00
C. E. Lemieux, M.D.....	do do do do.....	400	00
A. Rowand, M.D.....	do do do do.....	400	00
L. Catellier, M.D.....	do do do Resident Physician.....	799	92
Rev. J. P. Sexton.....	do do do Chaplain.....	144	00
do	Interments.....	40	00
Rev. J. S. Sykes.....	Twelve months' salary as Chaplain.....	144	00
S. Mossman.....	do do do Matron.....	300	00
Saml. Hobbs.....	do wages as Orderly.....	168	00
Patrick Barry.....	do do do.....	168	00
Richard Deegan.....	Six months' and five days, wages as Orderly.....	86	33
Thos. Hall.....	One month and eleven days' do.....	19	13
L. Patterson.....	Sixteen days' do.....	7	46
W. Vaillancourt.....	Twelve months' wages as Porter.....	168	00
Henry Hunt.....	do do Outside Porter.....	168	00
M. Sullivan.....	do do do.....	168	00
John Flynn.....	do do Night Watchman.....	142	00
Ann McGrath.....	do do Fever Nurse.....	120	00
Maria Benning.....	Eleven months' and twelve days' wages as Fever Nurse.....	104	00
Ann Jacobs.....	Twelve months' wages as Fever Nurse in sheds.....	120	00
Angele Colombe.....	Five months' and four days' wages as Assistant Fever Nurse in sheds.....	41	03
Ann Jacobson.....	One month and seven days' wages as Assistant Night Nurse.....	12	32
Mary Jacobs.....	Twelve nights' wages as Assistant Nurse in sheds.....	4	00
Mary Ayers.....	One month's wages as Assistant Nurse in sheds.....	5	00
Clementine Oulette.....	Twelve months' wages as Housemaid.....	72	00
Jane O'Neill.....	do do do.....	72	00
Bridget O'Donnell.....	Eleven months' do Cook.....	110	00
Maria Matron.....	One month and ten days' wages as Cook.....	13	33
Margaret Dunn.....	Twelve months' wages as Officer's Cook.....	96	00
Eliza Dunn.....	do do Sewing Maid.....	96	00
M. J. Neill.....	Sixteen days' do Housemaid.....	3	20
Mary Quinn.....	Ninety-nine days' do Washing, at 50 cts. per day.....	49	50
Ann Jacobson.....	Six days' do do at 70 do.....	4	20
Marie Matron.....	Eighty days' do Cleaning, at 50 do.....	40	00
Adele Matron.....	Forty-seven days' do do do do.....	23	50
Christine Hobbs.....	Forty-four days' do do do do.....	22	00
Catharine Murphy.....	Thirty-six do Nurse and cleaning.....	17	83
Jas. Phalen.....	Six days' do Whitewashing, at 80 cts. per day.....	4	80
S. Mossman.....	Twelve months' disbursements for vegetables, fish, eggs, etc., for patients.....	1,002	15
Custom House.....	Duty on rags, \$15.75; on drugs, \$60.34.....	76	09
W. E. Bennett.....	Drugs.....	25	22
Apothecaries Hall, Dublin.....	Drugs, £19 9s. 3d. sterling.....	94	10
A. Côté & Co.....	Advertising for tenders for groceries, bread, etc.....	22	40
G. T. Cary.....	do do do.....	10	24
C. Poston & Co.....	35½ tons of coal and carting.....	274	03
L. Lessard.....	Firewood, cartage and cordage.....	892	90
Allans, Rae & Co.....	Freight.....	10	97
D. S. Rickaby.....	Twelve straw palliasses, at \$3.50.....	42	00
Quebec Gas Company.....	Twelve months' gas.....	532	72
L. P. Sirois.....	Notarial deeds, \$9; drawing up contracts for bread and meat, \$8.50.....	17	50
Jos. Carrell.....	Printing ward sheets and binding books.....	11	50
J. Drolet.....	Washing, 1,597½ dozens, at 40 cts. \$639.10; straw, \$9.18.....	648	28
T. Hudon.....	Cotton, sheeting, towels, blankets and bedding, etc.....	606	11
Jas. McCone.....	Groceries.....	2,047	88
M. Brophy.....	Milk, 6,115½ gallons, at 22 cts.....	1,366	41
	Carried forward.....	13,703	05

STATEMENT of Expenditure on account of the Marine and Immigrant Hospital, Quebec, etc.—*Continued.*

		\$	cts.
Brought forward.....		13,703	05
J. Gravel.....	Wood cutting.....	119	85
Jas. McCorkell.....	Bread.....	1,125	47
Thos. Delany.....	Meat and pork.....	2,471	92
A. Laberge.....	Joiner's work, repairs in Hospital, lumber, paint, etc.....	471	85
A. Mulholland.....	Plumber's work.....	190	92
S. Marcotte.....	Printing reports, certificates, returns of patients, etc.....	27	00
Geo. Cook.....	Smith's work.....	380	70
Quebec Corporation.....	Water tax, 1st May, 1876, to 30th April, 1877.....	600	00
J. E. Burke.....	Drugs.....	94	45
T. Lemieux.....	Stationery.....	7	00
Thos. Norris.....	Crockery.....	79	86
Jno. Musson & Co.....	Drugs.....	62	44
Thos. Andrews.....	Gasfitter's work and hardware.....	121	50
Louis Gagnon.....	Ice.....	28	00
J. A. Langlois.....	Stationery.....	26	52
J. P. Dery.....	do.....	14	48
J. K. Boswell.....	54 dozen of ale for patients, from July, 1875, to April, 1877.....	54	00
Dr. E. Turcot.....	Surgical instruments.....	11	00
Stadacona Insurance Co.	Twelve months' insurance on \$10,000, to 12th November, 1877, \$60; stamps, \$1.80.....	61	80
do	Twelve months' insurance on \$2,000, to 3rd December, 1877, on Small-pox Hospital, \$35; stamps, \$1.05.....	36	05
Royal Canadian.....	Twelve months' insurance on \$10,000, to 16th February, 1878, on Small-pox Hospital, \$62.50; stamps, \$1.88.....	64	38
Royal Insurance Co.....	Twelve months' insurance on \$2,000, to 16th December, 1877, on Small-pox Hospital, \$35; stamps, \$1.05.....	36	05
do	Twelve months' insurance on \$4,000, to 16th February, 1877, on Small-pox Hospital, \$25; stamps, 75 cts.....	25	75
do	Twelve months' insurance on \$8,000, to 7th March, 1877, on Small-pox Hospital, \$50; stamps, \$1.50.....	51	50
Imperial Fire Insurance Co.....	Twelve months' insurance on \$12,000, to 2nd July, 1878, on Small-pox Hospital, \$97.50; stamps, \$2.93.....	100	43
Total.....		\$19,965	97

WM. SMITH,

Deputy Minister of Marine and Fisheries.

JOHN TILTON,

Accountant.

 APPENDIX No. 20.

 REPORT ON THE MARINE HOSPITAL, ST. JOHN, N.B., FOR THE
 FISCAL YEAR ENDED 30TH JUNE, 1877.

ST. JOHN, N.B.

SIR,—The Commissioners of the Marine Hospital for the Port of St. John, N.B., respectfully submit their Annual Report of the hospitals under their charge, for the year ended the 30th June, 1877, and Dr. Botsford's special return of the sick and disabled seamen admitted in the hospital, for the year ended 30th June, 1877.

On the 1st July, 1876, their remained in the Kent Hospital fourteen (14) seamen under medical treatment. Two hundred and twenty-eight (228), subsequently making two hundred and forty-two (242) sick and disabled seamen placed under medical treatment during the year. Of this number two hundred and thirteen (213) were duly discharged, five (5) for breaking rules, seven (7) deserted, seven (7) deaths, and ten (10) remained in the hospital on 1st July, 1877, under medical treatment. The quarterly accounts of expenditure, with vouchers and receipts from the Department, were duly forwarded.

The annual accounts of expenditure and receipts from the Department for all hospital requirements is now forwarded, amounting to the sum of five thousand and twenty-eight dollars and seventeen cents (\$5,028.17), for the year ended 30th June, 1877. The amount required for our quarterly payments being duly received.

The duties required of the officers in charge of the sick wards continue to be efficiently performed, and the medical officers report that the supplies furnished continue of a good character, and have given satisfaction, and that the sick and disabled seamen have all comforts attainable in the confined and dilapidated state of the old building, which greatly requires extension of the wards, as they are often over-crowded with sick seamen under treatment, as we explained in a recent report.

The recent fire in the city greatly endangered our hospital. It was, however, fortunately saved, for which we are mainly indebted to the unyielding efforts of the Hospital Steward (Mr. Barnes). The building was on fire in many places; and was considerably injured. The out-buildings, and southern fence were burnt down, and will require immediate rebuilding; the ornamental grounds and garden are made desolate. Mr. Barnes left property of his own and for eight hours manfully fought through the fire for the preservation of the hospital, which, if burnt, would have left no place to which we could safely remove the sick sailors. In October, 1874, having under consideration the long and efficient services of Mr. Barnes at a salary insufficient for his services, we think that he is justly entitled to have his salary extended from \$300 to \$400, which we trust you will favourably consider and approve.

All of which is respectfully submitted.

CHARLES WARD,
Secretary-Treasurer.

JOHN WISHART,
 CHAS. McLAUCHLAN, } *Commissioners.*

HON. A. J. SMITH,
Minister of Marine and Fisheries.

APPENDIX No. 21.

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, and Shipwrecked and Distressed Seamen, for the Fiscal Year ended 30th June, 1877.

ST. GATHARINE'S HOSPITAL.		\$ cts.	\$ cts.
Thomas Burns, Treasurer	Grant for support of sick seamen in this Hospital.....		500 00
KINGSTON HOSPITAL.			
J. J. Burrowes.....	Grant for support of sick seamen in this Hospital.....		500 00
			1,000 00

PROVINCE OF QUEBEC.

MONTREAL GENERAL HOSPITAL.			
Andrew Robertson, Treasurer.....	Maintenance of sick seamen during 1876, 3,074 days, at 90c. per diem.		2,766 60
SICK AND DISABLED SEAMEN.			
J. A. Meek, M.D.....	Professional attendance on sick seamen at Three Rivers.....	51 50	
J. J. Fox	Paid for professional attendance and board on sick seamen, Magdalen Islands, "Unda," "Gertrude".....	173 90	
Dr. Wakeham.....	Professional attendance on sick seamen at Gaspé.....	41 00	
A. Levasseur	Boarding sick seamen ex "Gustave".....	10 40	
Z. V. Pelletier.....	do do	25 00	
C. Robin & Co.....	Utensils for Hospital at Percé.....	98 07	
Wm. Arbour.....	Attendance on sick seamen at Percé.....	120 00	
Walter Connick.....	do do	125 00	
Dr. O. T. Connick	Professional attendance on sick seamen at Percé.....	160 00	
Dr. J. A. Pidgeon.....	do do	15 00	
John Furlong.....	Provisions for do	1 25	
Wm. Cahill.....	Transport of provisions for the above.	10 50	
Mrs. Mallory	Making pants for sick seamen.....	0 60	
F. Legallais	Expenses of sick seamen at New Carlisle.....	57 60	
Dr. J. B. Pelletier.....	Attending sick seamen ex "Maria Sarah"	10 00	
Dr. R. C. Blair.....	do at Chicoutimi.....	26 80	
Dr. A. Leferrière.....	do New Carlisle.....	61 30	
Dr. L. Robitaille.....	do (balance of account) New Carlisle.....	50 00	
Dr. S. Pouliot.....	do at Saguenay	4 00	
Dr. G. LeBoutillier.....	do Percé.....	136 00	
Dr. T. G. Sheridan.....	do Gaspé	30 50	
			1,208 42

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF QUEBEC.—*Continued.*

		\$	cts.	\$	cts.
SHIPWRECKED AND DISTRESSED SEAMEN.					
A. Soucy.....	Expenses shipwrecked seamen ex "Percy".....	27	00		
Joseph Eaden.....	do do "Alabama".....	54	40		
Captain Gagné.....	do do "Catharine" and "Notre Dame".....	63	50		
M. A. Letouzel.....	Boarding do "Dew Drop".....	43	50		
Antigua Government.....	Expenses do "Conquest".....	50	00		
N. Blais.....	Passage of crew do "Lady Elgin".....	60	00		
X. Guilmet.....	do one shipwrecked seaman at Labrador.....	5	00		
J. J. Fox.....	Paid for clothing shipwrecked seamen ex "Sylvia" Prince Edward Island.....	214	50		
do.....	do maintenance of 12 shipwrecked seamen, from 1st December, 1876 to 30th April, 1877.....	591	36		
do.....	do conveyance of shipwrecked seamen, Magdalen Islands to mainland.....	120	00		
do.....	Advance for above.....	92	60		
J. U. Gregory.....	To pay expenses of sick seamen, ex "Dunbrody".....	733	09		
do.....	do do "W. Kendrick".....	51	40		
				2,106	35
Board of Trade, London.....	Expenses incurred "Athlete," "Elizabeth," and "D. W. Clark".....	421	38		
do.....	do "Little Fury," "Edion," "A. Porter".....	206	96		
do.....	do "Chief," "Ellen," "Hesperus".....	501	80		
do.....	do "Annie Putman," "Florence Mary".....	89	71		
do.....	do "May Flower," "Ceres," "Colamore".....	245	59		
do.....	do "Aurora Belle," "W. Dobson," "M. B. Gardner".....	205	29		
do.....	do "Eva," "E. T. L. Chipman".....	94	37		
				1,765	10

PROVINCE OF NEW BRUNSWICK.

		\$	cts.	\$	cts.
MARINE HOSPITALS.					
<i>St. John.</i>					
Dr. L. B. Botsford.....	Salary as Physician, from 1st July, 1876, to 30th June, 1877.....	560	00		
Dr. W. S. Harding.....	Salary as Inspecting Physician to pest-house, from 1st July, 1876, to 30th June, 1877.....	100	00		
C. Ward.....	Salary as Secretary, from 1st July, 1876, to 30th June, 1877.....	400	00		
Rev. W. Armstrong.....	Salary as Chaplain, from 1st July, 1876, to 30th June, 1877.....	100	00		
				1,160	00
Milton Barnes.....	Twelve months' wages as Steward, from 1st July, 1876, to 30th June, 1877.....	300	00		
Mrs. Barnes.....	Twelve months' wages as Matron, from 1st July, 1876, to 30th June, 1877.....	85	00		
	Carried forward.....	385	00	1,160	00

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
Brought forward.....		385 00	1,160 00
MARINE HOSPITALS.—Continued.			
<i>St. John.—Continued.</i>			
Milton Barnes.....	Twelve months' allowance for board.....	73 00	
Mrs. Barnes.....	Twelve do do	73 00	
Milton Barnes.....	Paid twelve months' wages to Cook.....	48 00	
do	Paid for extra diets.....	39 56	
		618 56	
Less provisions consumed by Steward and Matron..		38 25	
			580 31
C. A. Barnes.....	Twelve months' wages as Nurse at St. John Hospital.....	144 00	
do	Allowance for board.....	192 00	
D. Tennent.....	Twelve months' wages as Assistant Nurse, St. John Hospital.....	120 00	
do	Allowance for board.....	192 00	
Bryden Bros	Bread account.....	148 53	
M. Ryan.....	Butchers' account.....	226 08	
Jardine & Co.....	Grocers' account.....	292 74	
M. Barnes.....	Milk, potatoes, straw, etc.....	217 47	
A. B. L. Street.....	Wine, spirits, etc.....	11 30	
R. P. McGivern.....	Coal.....	537 36	
J. Crawford.....	Firewood.....	47 20	
St. John Water Commissioners	Twelve months' supply to Hospital.....	36 00	
St. John Water Commissioners.....	Assessment of Office, 53, St. James Street	14 00	
St. John Gas Co.....	Gas and rent of meter	75 30	
Jane Marshall.....	Washing, 151½ doz., at 60c.....	91 00	
J. Chaloner.....	Medicines.....	109 71	
M. N. Powers.....	Coffins and stands.....	26 50	
Mercantile Insurance Co.	Premium on \$3,200 on Hospital, to May, 1878.....	40 00	
St. John <i>Globe</i>	Advertising.....	5 00	
Willis & Mott.....	do	6 00	
St. John <i>Freeman</i>	Advertising, \$3,75; two years' subscription, \$5.00..	8 75	
Mackenzie Bros.....	Bedding, carpeting, etc.....	23 32	
H. Robertson.....	Earthenware.....	2 25	
Jas. Brown.....	Carpenter's repairs.....	8 40	
Jas. Ashley.....	Painting.....	24 90	
Geo. Nixon.....	Paper hangings, glass, etc.....	4 96	
P. Magrane.....	Whitewashing, paint, lime, etc.....	26 90	
M. Thompson.....	Flower pots.....	4 99	
Jas. Oates.....	Thirty loads of manure.....	15 00	
G. S. De Forest.....	Oil, paint, etc.....	46 67	
H. Maxwell & Sons.....	Shingles and lumber.....	66 10	
J. & W. Shaw.....	Bread.....	7 38	
Jno. Jones.....	Straw.....	10 00	
Jno. Stowell.....	Housing coal.....	9 00	
Barnes & Co.....	Printing returns, etc.....	23 00	
Jos. King.....	Boating lumber, bedding, etc., Partridge Island Hospital.....	4 00	
Jno. Flinn.....	Boating provisions, etc., Partridge Island Hospital	28 00	
C. Doherty.....	Boating, nursing, etc., small pox patients.....	37 41	
P. Butler.....	Repairing chimneys, etc.....	3 00	
R. A. Moore.....	Shingling roof of Hospital.....	18 00	
Jas. Dyall.....	Ironmonger's repairs.....	11 30	
H. Duffell.....	Lumber, etc.....	3 96	
Bowes & Evans.....	Hardware, castings, repairs, etc.....	35 88	
Carried forward.....		2,955 36	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....		2,955 36	1,740 81
MARINE HOSPITALS.—Continued.			
<i>St. John.—Continued.</i>			
St. John Ice Co.....	Ice	3 37	
Jno. McLeod.....	Twelve days' labour, removing rubbish.....	12 00	
R. Bell.....	Glass and repairing sashes.....	8 38	
Jno. Burke.....	Hire of hearse and funeral expenses, etc.....	42 40	
Jno. Doyle.....	Thirty days' labour as Gardener.....	37 50	
Kerr & Thorne.....	Hardware.....	12 98	
St. John Cemetery Co.....	Burial fees.....	8 00	
Jno. McFarlin.....	22 days labour as Gardner.....	27 50	
Thos. Cole.....	70 do	87 50	
T. A. G. Smith.....	Painting fence, etc.....	16 00	
C. G. Berryman.....	Garden tools.....	10 08	
Jno. Byers.....	Whitewashing stone wall.....	3 00	
H. D. Ottermoor.....	Felt mattresses, etc.....	10 20	
Jno. Nicholson.....	Self and assistant guarding Hospital after late fire.....	20 00	
Jno. Doherty.....	Paid for labour for building barn and out-houses.....	62 00	
C. H. Wallace.....	Six days' carpentering.....	9 00	
Jas. McMinn.....	Attending at Partridge Island on small-pox patients landed from ship "David G. Fleming".....	28 00	
			3,353 27
<i>Miramichi.</i>			
John Thompson, M.D.....	Twelve months' salary as Medical Superintendent.....	400 00	
do	Medicines	14 40	
Jno. Gallagher.....	Thirteen months' and one days wages as Keeper, at \$9.80 per month	127 75	
do	Boarding patients 1,830½ days at 40 cts. per diem.....	732 14	
do	Allowance for fuel.....	52 05	
do	Paid for oatmeal, labour, etc.....	11 46	
Jas. Murray.....	Cooking stove, etc.....	40 00	
David Anderson.....	Pump and labour.....	32 25	
Wm. Masson.....	Groceries, flannel, cotton, glass and bedding.....	133 15	
Patk. B. Troy.....	Coffins	11 00	
Central Fire Insurance Co.....	Premium on fire insurance.....	20 00	
J. & J. Anslow.....	Printing bill heads.....	6 25	
			1,580 45
<i>Dalhousie.</i>			
W. G. Disbrow, M.D.....	Professional attendance		46 00
<i>St. Andrews.</i>			
S. T. Gove, M.D.....	Twelve months' salary as Superintendent.....	200 00	
Charlotte Coates.....	do do Matron	208 00	
do	Boarding seamen, 103½ weeks, at \$1.50.....	155 05	
do	Paid for cutting and piling wood, oil, brushes, etc.....	16 75	
J. Brownrigg.....	Firewood, six cords at \$3.25, \$19.50, and two cords at \$4.00, \$8.00; truckage, \$3.00.....	30 50	
L. Chase.....	Coal, 4,040 lbs. at \$6.50, \$13.13; truckage, 60 cts.....	13 73	
Angus Stinson.....	Lumber, painting, etc.....	8 35	
C. G. Berryman.....	Washing machine, wringer, etc.....	22 85	
R. Robertson & Son.....	Signal halyard	2 25	
Jas. Bell.....	Furnishing and painting top mast, etc.....	6 17	
Carried forward.....		663 65	6,720 03

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK,—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	663 65	6,720 03
MARINE HOSPITALS.—<i>Continued.</i>			
<i>St. Andrew's.—Continued.</i>			
Sarah Gow.....	Three cords of wood.....	10 50	
Robt. Ross.....	Coal, 5 tons and 45 lbs. at \$4.00, \$20.09; truckage, \$1.60.....	21 69	
N. Treadwell.....	Coffin.....	8 00	
Jas. Coakley.....	Stove piping, damper, etc.....	5 00	
Robinson & Glenn.....	Lumber, scantling, etc.....	1 81	
S. T. Gove, M.D.....	Paid for postages, telegrams, stationery, etc.....	8 15	
			718 80
<i>Bathurst.</i>			
S. L. Bishop.....	One-half year's professional attendance, to 30th June, 1876.....	20 00	
G. M. Duncan, M.D.....	One year's professional attendance, to 30th June, 1877.....	40 00	
do.....	Special professional services.....	10 00	
M. Miller.....	Boarding sick seamen, 100 days, at 50 cts.....	50 00	
do.....	One and one-half year's allowance for fuel, from 1st January, 1876, to 30th June, 1877.....	37 50	
Wm. Hornbrook.....	Clearing out, walling, flooring cellar, making new platform, etc.....	59 00	
Ferguson, Rankin & Co.....	Hardware, lumber, carpenter's labour, etc.....	89 02	
do do.....	Premium of insurance on Hospital.....	8 00	
Felix St. Coeur.....	Repairs and additions to Hospital.....	168 00	
Hon. J. Ferguson.....	Ten per cent. commission on disbursements.....	48 16	
			529 68
<i>Buctouche.</i>			
F. E. W. Pouliot, M.D.....	Professional attendance and medicine.....		25 50
<i>Richibucto.</i>			
J. W. Doherty, M.D.....	Twelve months' salary as Medical Superintendent.....	100 00	
Simon Graham.....	Balance of account paid for patients, fuel, oil, brushes and boarding, up to 30th Sept., 1876... Wages, \$240.48; and boarding patients, cleaning Hospital, \$11.64.....	433 82	
Sarah Farrell.....		252 12	
Simon Graham.....	Paid for fuel, \$45.00; sundry repairs, \$9.38.....	54 38	
do.....	Five per cent. commission on disbursements.....	12 25	
Dr. Ross.....	Consultation fee.....	5 00	
Central Fire Insurance Co.....	Premium on policy.....	10 00	
			867 57
<i>Shediac.</i>			
Chas. M. Theal, M.D.....	Professional attendance and medicine, during 1876.....		234 09
<i>Hopewell.</i>			
Jas. Carnworth.....	Board and attendance on Jas. Nowlan.....	25 00	
W. H. Robinson.....	Boarding sick seamen.....	75 00	
			100 00
	Carried forward.....		9,195 67

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NEW BRUNSWICK.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....		9,195 67
MARINE HOSPITALS.—Continued.			
<i>Hillsborough.</i>			
W. J. Lewis, M.D.	Professional attendance on Capt. Bishop.....	40 00	
Wm. Wallace	Boarding sick seamen	68 35	108 35
<i>Caraquet.</i>			
Louis Fossard, M.D.	Professional attendance and medicines.....	10 00	
Philip Rive.....	Boarding patients.....	9 00	19 00
<i>St. George.</i>			
Dr. Dick.....	Professional attendance.....		34 00
<i>Sackville.</i>			
A. Fleming, M.D.....	Twelve months' professional attendance, \$250.00 ; medicines, \$3.99	253 99	
Isaac Crocker.....	Twelve months' salary as Keeper.....	225 00	
do	Boarding patients, 48 weeks and 6½ days, at \$4.00..	195 96	
John Ford.....	Lamps, towels, etc.....	2 55	
M. Prescott	Conveying two sick seamen from Baie Verte to Sackville Hospital	20 00	697 50
	Total.....		\$10,054 52.
SHIPWRECKED AND DISTRESSED SEAMEN.			
W. H. Olive	Passage of seamen to Halifax	4 00	
do	do do Moncton.....	5 34	
R. Hutchinson.....	do do England	37 50	
Gilmour, Rankin & Co... ..	do do do	11 00	
Small & Hatheway.....	do do Bridgetown	2 80	
Silas Lynds	do do Hopewell	7 50	
Small & Hatheway.....	do do Digby	3 00	
Intercolonial Railway Co	do do Halifax	4 00	
J. S. May	Clothing for wrecked seamen, ex Schr. "Hopewell"	41 50	
Chas. King.....	Boarding do do do	20 75	
Danl. Bridges.....	do do do "St. John"	10 80	147 89

PROVINCE OF NOVA SCOTIA.

Provincial and City Hos- pital, Halifax.....	Board of seamen during fiscal year ending 30th June, 1877, equal to 675½ weeks, at \$5 per week	3,376 64
	Carried forward.....	3,376 64

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				3,376	64
<i>Arichat.</i>					
C. Robert, M.D.....	Medical attendance.....	32	00		
do	do do	41	50		
Henry C. Fixott, M.D.....	Attendance, medicine, etc.....	81	50		
P. Le Montais.....	Board of sick seamen, 5 weeks, at \$4.00	20	00		
Edward Gagnon.....	do do 4 do \$4.00	16	00		
E. Willing.....	do do 6 days, at \$1.00.....	6	00		
Mary Langlois.....	do do 1 week.....	4	00		
Mrs. B. Gerroir.....	do do 4 weeks, at \$4.00	16	00		
Wm. Tucker.....	do do 6 do \$4.00	24	00		
Sabine Le Blanc.....	do do 5 do 2 days, at \$4.00....	21	14		
Angele Boudrot.....	do do 3 weeks, at \$4.00	12	00		
Caroline Babin.....	do do 9 days, at \$4.00.....	5	14		
Mary Vigneau.....	do do 3 weeks 1 day, at \$4.00.....	12	40		
				291	63
<i>Apple River.</i>					
K. J. Munro, M.D.....	Attendance and medicine... ..	5	00		
William Edgett.....	Board of sick seamen, 6 weeks, at \$2.58.....	15	50		
do	Conveying sick seamen 40 miles.....	5	00		
				25	50
<i>Annapolis.</i>					
J. F. H. Chipman.....	Attendance and medicine			7	00
<i>Baddeck.</i>					
S. G. A. McKeen, M.D...	Attendance and medicine.....	10	25		
J. Crowdis.....	Boarding, attendance and fare.....	8	00		
				18	25
<i>Bridgewater.</i>					
J. S. Calder, M.D.....	Attendance and medicine	169	90		
A. C. Croucher, M.D.....	do do	40	50		
David Wilkie.....	Boarding sick seamen, four weeks, at \$3.....	12	00		
B. A. Logan.....	Clothing.....	1	50		
Roland Piggram.....	Boarding sick seamen, 2½ weeks, at \$4.50	11	00		
Lavinia Moser.....	do do 5 do \$3.....	15	00		
Cutten & Doherty.....	do do 4 do \$5.....	20	00		
				269	90
<i>Bayfield.</i>					
J. W. Macdonald, M.D...	Attendance and medicine.....	13	00		
E. M. Randall.....	Boarding sick seamen, 2 weeks, at \$2.50.....	5	00		
Mrs. Pettipas.....	do do 1 week.....	3	50		
				21	50
<i>Belleveau Cove.</i>					
Henry D. Ruggles, M.D..	Attendance and medicine.....	18	00		
B. Melancon.....	Boarding sick seamen, 4 weeks, at \$2.50.....	10	00		
				28	00
Carried forward.....				4,038	47

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
Brought forward				4,038	47
<i>Bear River.</i>					
J. Ellison, M.D.	Attendance and medicine	10	50		
A. Maxwell, M.D.	do do	11	00		
Mrs. John Wielant	Boarding sick seamen, 3 weeks, at \$3	9	00		
do	Conveyance	1	50		
Mrs. Winchester	Boarding sick seamen, 2 weeks, at \$2.50	5	00	37	00
<i>Barrington.</i>					
A. M. Perrine, M.D.	Attendance and medicine	74	00		
J. Schroge, M.D.	do do	36	00		
S. J. Kenney	Boarding sick seamen, 2 weeks, at \$2.50	5	00		
Isaac Kenney	Moving sick seamen	3	00		
Henry Brown	Boarding sick seamen, 10 weeks, at \$7.20	72	00		
J. E. Brown	Boarding, nursing and washing	21	00		
D. Sargent	Postage, travelling expenses, etc	1	28	212	28
<i>Cheverie.</i>					
F. N. Burgess, M.D.	Attendance and medicine	65	50		
F. A. Malcom	Passage from Windsor	1	00		
do	Board, attendance and medicines	12	57		
H. H. Grant	Travelling expenses for Doctor	3	00	82	07
<i>Cow Bay.</i>					
Lewis Johnstone, M.D.	Attendance and medicines	337	25		
S. E. Peters	Nursing and boarding	205	60		
Joseph Holloway	Boarding sick seamen, 60 days, at 75 cts	45	00		
Dr. McKay	Consultation	10	00		
Margaret Le Blanc	Boarding, nursing and burying	75	00	672	85
<i>Canso.</i>					
Robert Eustace, M.D.	Attendance and medicine	110	05		
James Cousins	Boarding sick seamen, 60½ days, at 57 cts	34	32		
Lydia Whitney	Boarding and wine sundries	25	00	169	37
<i>Chester.</i>					
George E. DeWitt, M.D. ..	Attendance and medicine	40	00		
Jane Noss	Boarding sick seamen, 2½ weeks, at \$4	10	00	50	00
<i>Cornwallis.</i>					
H. C. Marsters, M.D.	Attendance and medicine	27	50		
E. Rand	Boarding sick seamen, 14 weeks, at \$2	28	00	55	50
Carried forward				5,317	54

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				5,317	54
<i>Digby.</i>					
P. W. Smith, M.D.....	Attendance and medicine.....	28	00		
A. J. McCallum.....	Drugs and medicine.....	13	60		
R. Stephen, M.D.....	Attendance and medicine.....	2	00		
J. W. Mornhorn.....	Board and attendance, 6 weeks, at \$3.....	18	00		
Margaret Hegan.....	Board and attendance.....	20	00		
				81	60
<i>Getson's Cove.</i>					
Gideon Barnaby, M.D.....	Attendance and medicine.....	55	00		
D. O. Saunders, M.D.....	do do.....	103	00		
Abigail Knock.....	Boarding sick seamen, 7 weeks, at \$3.50.....	24	50		
Lucy Knock.....	do do do \$4.....	28	00		
J. Publicover.....	Horse hire for Doctor.....	4	50		
				215	00
<i>Guysboro'</i>					
G. E. Buckley, M.D.....	Attendance and medicine.....	4	00		
Thomas Conden.....	Conveyance of sick seamen to Halifax.....	24	00		
Alex. Tory.....	Boarding sick seamen, 6 days, at \$1.....	6	12		
				34	12
<i>Jordans Bay.</i>					
T. M. Burns, M.D.....	Attendance and medicine.....	24	00		
M. D. McKenzie.....	Boarding sick seamen.....	12	50		
				36	50
<i>Joggins.</i>					
C. W. Heuson.....	Attendance and medicine.....	18	00		
John Moffatt.....	Conveyance of two sick seamen to Amherst.....	1	04		
				19	04
<i>Liverpool.</i>					
J. J. Forbes, M.D.....	Attendance and medicine.....	92	25		
Henry G. Parish, M.D.....	do do.....	37	75		
Joanna Anderson.....	Boarding sick seamen, 4 weeks 3 days, at \$4.....	17	70		
Jacob Wagner.....	do do 5 weeks, at \$3.....	15	00		
Henry White.....	do do 14 weeks 4 days, at \$3.....	43	66		
Mrs. Head.....	do do 30½ days, at 47 cts.....	143	00		
Mrs. Purdy.....	do do 3 weeks, at \$4.....	12	00		
Mrs. Culp.....	do do 2 do.....	8	00		
				369	36
<i>Lunenburg.</i>					
Chas. Aitken, M.D.....	Attendance and medicine.....	96	35		
S. Jacobs, M.D.....	do do.....	43	50		
Cassandra Silver.....	Boarding sick seamen, 3 weeks, at \$3.00.....	9	00		
Mrs. James Allen.....	do do 5 do 2.00.....	10	00		
Ellen Beck.....	do do 9 days, at 33½ c.....	3	00		
Sarah Schwartz.....	do do 2 weeks, at \$3.00.....	6	00		
Ellen Zine.....	do do 11 do 3.00.....	33	00		
Martha Lohnes.....	do do 4 do 2.50.....	10	00		
	Carried forward.....	210	85	6,073	16

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
	Brought forward.....	210 85	6,073 16
<i>Lunenburg.—Continued.</i>			
Louisa Whetney.....	Boarding sick seamen, 4 weeks, at \$4.00.....	16 00	
Thomas Myra.....	do do 3 do 3.00.....	9 00	
Arabella Romkey.....	do do 2 do 3.00.....	6 00	
			241 85
<i>Lockeport</i>			
David Peterson.....	Boarding sick seamen, 6½ weeks, at \$3.00.....	19 50	
			19 50
<i>Louisburg.</i>			
Dr. Barnaby.....	Attendance and medicine.....	30 00	
			30 00
<i>Mahone Bay.</i>			
Charles Gray, M.D.....	Attendance and medicine.....	36 00	
James M. Metzler.....	Boarding sick seamen, 8 weeks, at \$3.00.....	24 00	
			60 00
<i>Margaretville.</i>			
S. M. Miller, M.D.....	Attendance and medicine.....	20 00	
Mrs. James McLaughlin.....	Boarding sick seamen, 17 days, at 50c.....	8 50	
			28 50
<i>Main à Dieu.</i>			
J. N. Mack, M.D.....	Attendance and medicine.....	16 00	
Copeland & Co.....	Medicine and drugs.....	2 75	
Mrs. McDonald.....	Boarding sick seamen, 28 weeks, at \$3.00.....	84 00	
			102 75
<i>Margaree.</i>			
James Ross.....	Boarding sick seamen, 8 days, at \$1.00.....	8 00	
Narcisse White.....	Conveyance of sick seamen, and cash.....	14 00	
John M. Niel.....	do do do.....	12 00	
			34 00
<i>North Sydney.</i>			
Dr. McLarty, M.D.....	Attendance and medicine.....	887 50	
H. B. McPherson, M.D.....	do do.....	30 00	
Copeland & Co.....	Drugs and medicines.....	15 20	
Mrs. Nicols.....	Boarding sick seamen, 14 days, at 75c.....	10 50	
Wm. Proctor.....	Passage of three sick seamen to Charlottetown.....	30 00	
S. H. Giffin.....	Passage of one sick seaman to Halifax.....	4 00	
Martin Shean.....	Boarding sick seamen, 244 days, at 75c.....	183 00	
do.....	do do 268 do 75c.....	199 50	
Archibald & Co.....	Passage of sick seamen to Halifax.....	6 10	
John Collins.....	Boarding sick seamen, 4 days, at 75c.....	3 00	
Steamer "Neptune".....	Passage to Hawkesbury.....	15 50	
Mrs. Dooley.....	Boarding sick seamen, 71 days, at 75c.....	53 25	
do.....	Burial expenses and wine.....	11 50	
Mrs. Steward.....	Boarding sick seamen, 80 days, at 75c.....	60 00	
	Carried forward.....	1,509 05	6,589 76

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$ cts.	\$ cts.
Brought forward.....		1,509 05	6,589 76
<i>North Sydney.—Continued.</i>			
James Hamilton.....	Boarding sick seamen, 16 days, at 75c	12 00	
Vought Bros.....	Clothing.....	14 04	
J. & J. McKenzie.....	Goods, etc.....	104 03	
Samual Muggah.....	Balance on account	44 70	
King McKeen & Co.....	Utensils	5 78	
S. Whiteaway.....	Attendance and nursing, seventy-two weeks, at \$3.50	252 00	
John E. Woodill.....	Provisions.....	68 44	
			2,010 04
<i>Mailland.</i>			
S. D. Brown, M.D.	Attendance and medicine.....	80 50	
Wm. Carr.....	Boarding sick seamen, 15 weeks, \$3.00.....	45 00	
George Marshall.....	On account of board.....	75 00	
			200 50
<i>Pictou.</i>			
C. Ivery	Boarding sick seamen, 5 weeks, at \$5.00; and burial expenses	37 50	
George Connelly.....	Boarding sick seamen, 157 days, at \$1.00, \$157; 31 days, at 7½c. \$22.16	179 16	
do	Balance of bill.....	9 68	
D. W. E. Cooke.....	Medicines.....	11 25	
Steamer "Albert".....	Passage paid	9 44	
do "Prince of Wales"	do	1 50	
Wm. Jack, I. C. Railway	Tickets for passages.....	10 50	
Clarke Murdoch.....	Attendance on sick seamen.....	4 35	
Theodore Pâquet.....	Nursing sick seamen, 13 days and nights.....	26 00	
James McDonald.....	Boarding sick seamen, 8 weeks, at \$5.00.....	40 00	
Janet Munro.....	do do 38 days, at 79c.....	30 00	
Lawrence Landry.....	do do 4 do \$1.00.....	4 00	
			363 38
<i>Port Mulgrave.</i>			
P. A. McDonald, M.D.....	Attendance and medicine.....	92 50	
D. Murray.....	Attendance, passages, drugs, etc.....	25 40	
B. Clancy.....	Boarding.....	46 70	
F. C. Cook.....	Drugs and medicines.....	4 08	
			168 68
<i>Port Latour.</i>			
J. J. Schrage, M.D.....	Attendance and medicine	53 00	
D. S. Dickie, M.D.....	do do	77 00	
Alex. Perry.....	Boarding sick seamen, 4 weeks, at \$3 00.....	12 00	
E. Thomas.....	do do 2 do 5.00	10 00	
Thomas Swaine.....	do do 3 do 2.50, \$7.50; 3 weeks, at \$1.50, \$4.50; wines, etc., \$2, 88	14 82	
			166 82
<i>Port Hawkesbury.</i>			
Henry E. Bissett, M.D.....	Attendance and medicine.....	159 00	
John Reeves	Boarding sick seamen, 85½ days, at 91 cts.....	77 50	
John McDougall, M.D.....	Attendance and medicine	18 50	
Carried forward.....		255 00	9,499 18

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	255 00	9,499 18
<i>Port Hawkesbury.—Continued.</i>			
P. A. McDonald, M.D.....	Attendance and medicine.....	5 00	
D. Chisholm.....	do do.....	78 00	
Isaiah Emtree.....	Ferriage.....	0 50	
do.....	do.....	1 00	
H. McMaster.....	Boarding sick seamen, 60 days, at \$1.00, \$60.00; 5½ doz. of washing, at \$1.50, \$8.25; passage, \$2.00.....	70 25	409 75
<i>Port Medway.</i>			
W. K. French, M.D.....	Attendance and medicine.....	54 25	
Susan Brown.....	Boarding sick seamen, 19 days, at \$4½ cts.....	10 40	
Simon Hunt.....	Passage of sick seamen.....	2 50	
Mary Cotty.....	Boarding sick seamen, 12 days, at 57 cts.....	6 85	
S. Lorensen.....	do do 2 weeks, at \$3.00.....	6 00	
A. Sutherland.....	Travelling expenses.....	1 50	81 50
<i>Port Hood.</i>			
H. Cameron, M.D.....	Attendance and medicine.....	15 25	
Alex. Murray.....	Boarding sick seamen, 4 weeks, at \$2.50.....	10 00	
Parker Watts.....	Attendance and nursing, 118 days, at \$1.11.....	130 00	
W. L. Tremain.....	Travelling expenses.....	15 50	
E. Tremain.....	Boarding sick seamen, 18 days, at \$1.00.....	18 00	
D. McDonald.....	Clothing.....	20 70	
John McKay.....	Underclothing.....	9 60	
Ann C. McDonald.....	Boarding sick seamen, 3 days, at \$1.00.....	3 00	
Ann Smith.....	Boarding sick seamen, 18 days, at \$1.00, \$18.00; 1 pair of pants, \$3.00.....	21 00	
Jane Watts.....	Boarding sick seamen, 36 weeks, at \$6.50, \$234.00; damage to bedding, \$20.78.....	254 78	497 83
<i>Port Gilbert.</i>			
P. W. Smith, M.D.....	Attendance.....	70 00	
A. J. McCallum.....	Drugs and medicines.....	22 15	
C. Adams.....	Boarding sick seamen, 10 weeks, at \$3.00.....	30 00	122 15
<i>Pugwash</i>			
R. A. Dakin, M.D.....	Attendance and medicine.....	24 75	
Joseph Clark, M.D.....	do do.....	2 50	27 25
<i>Parrsboro'.</i>			
A. S. Townshend, M.D....	Attendance and medicine.....	5 00	
J. W. Choisnett.....	Drugs and medicines.....	1 70	
Mrs. R. W. Merriam.....	Boarding sick seamen, 8½ days, at \$2.00.....	17 00	
J. Newcombe.....	Bringing sick seamen from vessel.....	1 50	
Reid & Hoey.....	Stage fare.....	2 00	27 20
	Carried forward.....		10,664 86
		297	

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				10,664	86
<i>Ratchford's River.</i>					
A. T. Clarke, M.D.....	Attendance and medicine	30	00		
A. S. Muirhead	do do	9	00		
F. F. Hatfield.....	Boarding sick seamen, 2 weeks, at \$2.50	5	00		
				44	00
<i>Shelburne.</i>					
T. M. Burns, M.D.....	Attendance and medicine			5	00
<i>Sydney.</i>					
H. B. McPherson, M.D....	Attendance and medicine.....	9	00		
Mrs. Sutherick.....	Boarding sick seamen, 26 days, at 72 cts	18	75		
Duncan McGillivray.....	Destroying clothing.....	5	00		
				32	75
<i>St. Peters.</i>					
Henry J. Fixott, M.D.....	Attendance and medicine			10	00
<i>Thorne's Cove.</i>					
J. Coleman, M.D.....	Attendance and medicine	10	00		
Ann Porter.....	Attendance.....	1	00		
J. W. Covert.....	Boarding sick seamen, 6 days, at \$1.00.....	6	00		
				17	00
<i>Windsor.</i>					
B. D. Fraser, M.D.....	Attendance and medicine			7	50
<i>Weymouth.</i>					
G. Douglas Campbell.....	Cash advance for collection of Customs.....	8	00		
Susan Fitzgerald.....	Boarding, 19 days, at 45 cts.....	8	57		
				16	57
<i>Wolfville.</i>					
Edwin De Wolf, M.D.....	Attendance and medicine			1	00
<i>Walton.</i>					
F. N. Burgess, M.D.....	Attendance and medicine.....	24	50		
A. M. N. Parker.....	Boarding sick seamen, 6 weeks, at \$2.50	15	00		
do	Night Nurse.....	4	00		
				43	50
<i>Westport.</i>					
H. Syda, M.D.....	Attendance and medicine			5	00
Carried forward.....				10,847	18

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
Brought forward				10,847	18
<i>Yarmouth.</i>					
G. J. Farish, M.D.....	Attendance and medicine	28	00		
John M. Bingay, M.D.....	do do	18	60		
H. A. C. Randall, M.D. ...	do do	8	75		
James McDonald.....	Boarding sick seamen, 81 days, at 50 cts.....	40	50		
James Blannett.....	do do 12 weeks, at \$3.50	42	00		
Daniel Stewart.....	do do 2 do \$3.50.	7	00		
Steamer "Dominion".....	Passage to Boston	6	00		
				150	85
<i>La Have.</i>					
M. McGregor, M.D.....	Attendance and medicine	25	00		
G. Barnaby, M.D.....	do do	150	00		
Mrs. R. Richard.....	Boarding sick seamen, 22 weeks 6 days at \$3	68	50		
Dr. Saunders.....	Attendance and medicine	20	25		
John Hunter.....	Passage of sick seamen.....	1	50		
				265	25
<i>Wilmot.</i>					
S. A. Miller, M.D.....	Attendance and medicine	5	00		
J. E. Slocomb.....	Boarding sick seamen, 10 days, at 40c.....	4	00		
				9	00
Dr. W. N. Wickwire. ...	Certificates to sick seamen, for admission to Hospital, at \$2 each.....			32	00
Dr. R. S. Black.....	do do do	36	00		
do	Professional attendance on sick seamen ex "Willie".....	5	00		
				41	00
Dr. J. F. Black.....	Certificates to sick seamen for admission to Hospital, at \$2.00.....			90	00
Dr. A. J. Corrie.....	do do do			52	60
Dr. E. Farrell.....	do do do			56	00
Dr. A. P. Reid.....	do do do			26	00
Dr. W. B. Slayter	do do do			32	00
Dr. E. Jennings	do do do			26	00
Dr. W. E. Cooke.....	Twelve months' salary as Physician, at Pictou	400	00		
do	Medicines.....	109	50		
				509	50
Dr. Barnaby.....	Professional attendance to sick seamen, ex "J. W. Scammell".....			75	00
Dr. P. A. McDonald.....	Professional attendance to sick seamen, ex "Priscilla May"			5	00
D. Sargent.....	Conveyance of sick seamen to Horton			4	00
E. H. Kendrick.....	Conveyance of sick seamen, Halifax to Port La Tour.....			4	00
W. H. McAlpine	Conveyance of sick seamen, Louisburg to Cow Bay			5	00
T. S. Lindsay & Co.....	Conveyance of sick seamen, Port Hawkesbury to Halifax.....			9	00
Charles Neal.....	Conveyance of two sick seamen, Halifax to New York.....			16	00
Conlon Bros.....	Conveyance of sick seamen, Richmond to City Hospital.....			9	50
F. W. Fishwick.....	Passages of sick seamen, Yarmouth to Halifax and Liverpool.....			32	00
Carried forward.....				12,296	28

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$	cts.	\$	cts.
Brought forward.....				12,296	23
<i>Wilmot.—Continued.</i>					
S. Fleming.....	Conveyances of sick seamen to Barrington, \$4.50 ; board, \$9.00.....			13	50
H. Devaney.....	Boarding, etc., sick seamen at Halifax, 7 weeks, at \$5.00.....			35	00
				12,344	78
<i>Sydney Marine Hospital.</i>					
Dr. A. D. McGillivray....	Twelve months' salary as Physician.....	400	00		
do	Medicines.....	47	50		
Dr. McPherson.....	Attendance on small-pox patients.....	125	00		
S. Muggah.....	Salary as Keeper, from 27th Oct., 1876, to 30th June, 1877.....	169	15		
J. E. Woodhill.....	Groceries.....	65	70		
A. Morrison.....	Wages as Messenger, 60 days, at \$1.00.....	60	00		
S. Whiteaway.....	Funeral expenses and cleaning Hospital.....	10	00		
International Coal Co.....	12 tons of coal, at \$2.25, \$27.00; 5 tons, slack 80c \$4.00.....	31	00		
James Hankard.....	Trucking, 30 loads, at 40c.....	12	00		
S. Muggah.....	Trimming and shovelling, \$3.00; kindling wood, \$1.80.....	4	80		
R. J. Ingraham.....	Bedding, blankets, sheeting, glassware, hardware, clothing, etc.....	338	07		
Jane Muggah.....	Boarding two sick seamen, 4 weeks and 5 days at \$5.00.....	47	14		
				1,310	36
Total.....				13,655	14
SHIPWRECKED AND DISTRESSED SEAMEN.					
S. Fleming.....	Board at Halifax of distressed seamen, 6 days, at 60 cts.....	3	60		
H. Clausen.....	Board of shipwrecked seamen, ex "Minerva".....	12	60		
P. Bushipin.....	do do ex "John Good".....	3	60		
Wm. Fells.....	do do "Manance".....	8	40		
E. Babien.....	do do "Sparkling Water".....	2	00		
Anne Granville.....	do do "Ada".....	27	00		
F. Brittain.....	do do "Ann Amelia".....	40	60		
G. Rosch.....	do do "G. W." of P. E. I.....	9	00		
E. Stoneman.....	do do do.....	8	40		
P. Purcell.....	do do do.....	4	20		
B. Fitzpatrick.....	do do "Priscilla May".....	12	60		
J. McDonald.....	Board of distressed seamen, 7 days, at 60 cts.....	4	20		
Jas. Phipps.....	do do 2 weeks, at \$4.....	8	00		
C. R. Messervey.....	Board of shipwrecked seamen, ex "W. Kendrick".....	37	75		
J. W. Brown.....	do do ex "Kaurak".....	33	00		
S. Fleming.....	do do "Marchioness of Queensberry".....	52	80		
do	do do "Saxon".....	5	40		
do	do do "J. W. Scammell".....	36	00		
do	do do "Wm. Crosscup".....	18	00		
do	do do "Centennial".....	16	20		
do	do do "Sabina".....	25	20		
do	do do "Ella Vose".....	28	20		
Carried forward.....				396	75

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

		\$ cts.	\$ cts.
Brought forward.....		396 75	.....
SHIPWRECKED AND DISTRESSED SEAMEN—Continued.			
R. Dowling.....	Board of shipwrecked seamen ex "Kenneth".....	5 25	
W. Lloyd.....	do do "Sparkling Water".....	15 00	
H. D. Tremain.....	do do "Sylvia".....	60 00	
Wm. Warden.....	Conveyance of shipwrecked seamen, ex "Alpha," "Humber," "Florence," etc.....	50 57	
T. A. S. De Wolf & Son.....	Conveyance of wrecked seamen from Liverpool to Halifax, ex "Dorion".....	30 66	
S. Fleming.....	Conveyance of wrecked seamen, ex "Marchioness of Queensberry".....	9 35	
Z. Crosscup.....	Conveyance of wrecked seamen, ex "Clifford".....	18 41	
S. Cunard & Co.....	do do ex "Saxon".....	3 65	
J. H. Smith.....	do do "John Good".....	4 50	
John Gray.....	do do Steamer "Perit".....	10 00	
J. F. Miller.....	do do Schr. "Rockport".....	5 87	
D. McDonald.....	do do "Champion".....	5 00	
T. S. Lindsay.....	do do Bark "J. W.".....	15 00	
A. Martin.....	do do "Sunny Region".....	2 00	
M. A. Malone.....	do do "Anna".....	3 89	
A. Fullarton.....	do do "Louise".....	36 00	
J. Payzant.....	do do "Centennial".....	17 50	
Geo. Stalker.....	do do "Grecian Bend".....	14 23	
W. Richardson.....	do do "Bertha Ellen".....	3 65	
Robt. Paul.....	do do "Starlight".....	13 14	
J. McNaughton.....	Conveyance and subsistence of shipwrecked sea- men, ex "Ellen F".....	11 68	
S. Fleming.....	do do ex "Ellen F".....	21 50	
Gilbert Shaw.....	do do "Forest Prince".....	40 88	
T. S. Bown.....	do do "W. W. Lord".....	57 30	
do.....	do do "Ella Vose".....	57 60	
do.....	do do "Whisper".....	27 00	
C. Burns.....	do do "Saxon".....	6 00	
M. Trocks.....	do do "L. D. V. Chipman".....	13 14	
F. W. Fishwick.....	do do "John Good".....	32 00	
T. A. Gatz.....	do do "Sparkling Water".....	6 00	
H. A. Hood.....	do do "Wild Horse".....	30 00	
E. D. Tremain.....	do do "Minerva".....	196 35	
do.....	do do "G. W.".....	234 50	
do.....	do do "Minerva".....	196 35	
do.....	do do "Maggie H".....	599 71	
Stern. Jones.....	do do "T. A. Frost".....	34 10	
G. Shaw.....	do do "Mabel Lent".....	19 71	
W. Spencer.....	do do "Sabina".....	14 60	
E. O'Leary.....	do do "Centennial".....	56 04	
A. H. Crowe.....	do do "J. W. Scammell".....	861 84	
W. H. Townsend.....	do do "Glenora".....	32 00	
L. Kavanagh.....	do do do.....	182 10	
do.....	do do "Wm. Crosscup".....	47 45	
Black Bros. & Co.....	do do "H. P. Kitchen".....	188 24	
M. McDonald.....	do do "Sea Foam".....	36 54	
E. C. Leonard.....	do do "Wm. Crosscup".....	67 50	
D. Murray, jun.....	do do "Priscilla May".....	60 00	
W. W. Atwood.....	do do "John Good".....	230 11	
D. McDonald.....	do do "Sylvia".....	54 60	
do.....	do do "Perseverance".....	18 00	
S. Fleming.....	do do "Rockport" and "John Good".....	86 20	
A. Thompson.....	do do "Joquim Corea".....	14 60	
J. A. Tory.....	do do "Quaco".....	12 50	
J. J. Forbes.....	do do do.....	6 40	

Carried forward.....

4,272 96

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA.—*Continued.*

		\$ cts.	\$ cts.
	Brought forward.....	4,272 96	.....
SHIPWRECKED AND DISTRESSED SEAMEN.— <i>Continued.</i>			
H. A. Hood.....	Conveyance and clothing shipwrecked seamen, ex "Lily".....	13 75	
P. Grant & Co.....	Clothing crews, ex "Prairie Bird," "Sailors Home," "Ella Vose," "Priscilla May".....	209 35	
W. W. Atwood.....	Conveyance of crew, ex "Sophia".....	30 00	
S. Fleming.....	Conveyance and subsistence of crew ex "John Good".....	5 55	
J. A. Tory.....	Travelling expenses, inquiring into case of crew, ex "Quaco".....	5 50	
Jas. Ross.....	Interring bodies, ex "L'Esperance".....	25 00	
E. D. Tremain.....	Board and passage, 6 wrecked seamen, ex "Ada".....	122 00	
do	do 5 do ex "Adventure".....	160 75	
			4,844 86

PROVINCE OF BRITISH COLUMBIA.

J. C. Davie, M.D.....	Twelve months' salary as Medical Officer at Victoria.....	300 00	
Thomas Wood.....	do do Keeper.....	499 92	
do	Maintenance of patients, 155 weeks, at \$5.00.....	775 00	
do	Paid for washing, \$53.00; ferrigages, etc., \$37.21.....	90 21	
C. N. Trew, M.D.....	Medical attendance at Hospital, New Westminster.....	56 00	
do	do do Burrard Inlet.....	47 50	
Jos. McDowell.....	Labour, clearing ground, etc.....	4 00	
R. Newell.....	Drayage of 15 tons of coal from steamer and stowage.....	35 00	
John Smith.....	Sweeping chimneys.....	3 50	
G. R. Lawrence.....	23 loads of water.....	24 25	
T. Wilson & Co.....	60 yards of sheeting, \$37.50; towels, \$10.50.....	48 00	
Hy. Saunders.....	Groceries, brandy, etc.....	36 55	
L. R. McInnes, M.D.....	Twelve months' professional attendance and medicines at Nanaimo.....	501 00	
E. Still.....	Trees and plants, &c., round hospital, per agreement.....	82 50	
W. W. Walkem, M.D.....	Medical attendance and medicines at Burrard Inlet, from January, 1877, to June, 1877.....	254 50	
M. Humber.....	Whitewashing wards and kitchen.....	20 00	
Thos. Storey.....	Joiner's labour, lumber and hardware.....	31 60	
Langley & Co.....	Drugs, coal oil, lamps, etc.....	50 29	
A. W. Wilson.....	Repairs and hardware.....	42 37	
J. Sehl.....	Straw mattresses, earthenware, etc.....	38 50	
Hayward & Jenkinson.....	Funeral expenses of G. Hooper.....	22 50	
A. Rodgers.....	Labour, bagging and packing coal.....	4 00	
E. B. Marvin.....	Brushes, buckets, paint, etc.....	42 00	
Jas. Cooper, Agent.....	To pay for 15 tons of coal, at \$3.50.....	82 50	
			3,092 69

PROVINCE OF PRINCE EDWARD ISLAND.

MARINE HOSPITAL, CHARLOTTETOWN.			
Margt. Darrach.....	Three months' wages as Matron, from 1st May, 1876, to 31st July, 1876.....	45 00	
do	9½ months' wages, at \$4 00, from 1st August, 1876, to 30th April, 1877.....	36 33	
	Carried forward.....	81 33	.....

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.—*Continued.*

		\$ cts.	\$ cts.
	Brouget forward.....	81 33	
MARINE HOSPITAL, CHARLOTTETOWN.— <i>Continued.</i>			
Margt. Darrach.....	39½ weeks' board, at \$2.50, from 1st August, 1876, to 30th April, 1877.....	97 88	
do	Boarding 35 patients, 114½ weeks, at \$2.50.....	286 36	
do	Paid for fuel, repairs, etc.....	7 82	
Dr. F. P. Taylor.....	Twelve months' salary as Medical Attendant.....	300 00	
P. Cullen.....	do rent of hospital.....	120 00	
Hugh Perkins.....	Coal.....	47 23	
Jas. Houston.....	Hardware and repairs to stove.....	13 47	
S. W. Dodd.....	Medicines.....	39 35	
McLean & Hertz.....	Oil, chimneys, soap, etc.....	40 13	
Thomas Allin.....	Materials for and banking hospital.....	7 00	
Danl. Marshon.....	Whitewashing hospital.....	5 00	
			1,045 57
SICK AND DISABLED SEAMEN.			
C. W. Strong.....	Paid for medical attendance and board of sick seamen at Summerside.....	39 75	
Dr. McIntyre.....	Medical attendance at Souris.....	40 40	
Thos. Walsh.....	Boarding sick seamen at Souris.....	21 00	
J. McDonald.....	do do.....	2 00	
John Jackson.....	do do Charlottetown.....	2 50	
A. D. C. Grant.....	Boarding Capt. Tinsar, ex "L. J. Westaway".....	45 00	
Mrs. McAvoy.....	Boarding six seamen in Aug. and Dec., 1876.....	56 50	
R. McN. Bearish, M.D.....	Attendance and medicines at Summerside, in May, November and December, 1876.....	31 75	
Dr. A. M. Swain.....	Attendance, etc., of sick seamen, ex schr "Ellie".....	8 50	
Jas. E. Robertson, M.D.....	do do at Montague.....	25 00	
R. C. McNabb.....	Boarding, etc., of sick seamen, ex "Aleppo".....	9 00	
			281 40

SHIPWRECKED AND DISTRESSED SEAMEN.

D. Carrie.....	Paid for boarding four shipwrecked seamen.....	7 00	
R. Crabb.....	Board, etc., one distressed seaman.....	4 00	
P. Connolly.....	Board, etc., seven wrecked seamen, ex-"Agile".....	32 62	
Wm. Batt.....	Services of tug "Henry Aitken" rescuing crew of barque "Agile".....	60 00	
Aaron Steves.....	Boarding crew, ex Russian barque "Brahe" burnt at sea.....	17 50	
Wm. Mitchell.....	Paid for clothing for the above and tickets to St. John.....	40 00	
John Cullin.....	Board of crew ex "Agile".....	10 00	
John Hughes.....	Passage of seven of crew ex "Agile," Charlottetown to Bermuda.....	70 00	
Jno. McAter.....	Passage of seven wrecked seamen from Charlottetown to Cape Traverse.....	12 00	
P. E. Island Railway Co.	Seven railway tickets, Aulac to Halifax.....	20 16	
S. Carroll.....	Board of eight men, ex barque "Salacia".....	22 50	
Lewis Muttard.....	Board and passage to Aulac and Tormentine, of nine wrecked sailors.....	54 35	
S. Carroll.....	Four weeks board of distressed seamen.....	12 00	
Wm. Richards.....	Rescuing and boarding crew of Russian barque "Brahe".....	54 48	
Wm. Ross.....	Boarding two distressed seamen at Summerside.....	30 40	
P. Connolly.....	Boarding twelve wrecked seamen ex "Sylvia".....	24 00	
S. Carroll.....	Boarding of one distressed seamen, Charlottetown.....	10 00	
	Total.....		481 01

STATEMENT of Expenditure on account of Marine Hospitals, Sick and Disabled Seamen, etc.—*Continued.*

SUMMARY.

		\$ cts.	\$ cts.
Ontario.....	St. Catharine's Hospital.....	500 00	
do	Kingston do	500 00	
Quebec.....	Montreal General Hospital.....	2,766 60	1,000 00
do	Sick and disabled seamen.....	1,208 42	
do	Shipwrecked and distressed seamen	2,106 35	
Board of Trade, London..	do do do		6,081 37
			1,765 10
New Brunswick.....	Marine Hospitals and sick seamen.....	10,054 52	
do	Shipwrecked and distressed seamen... ..	147 89	
Nova Scotia.....	Sick and disabled seamen and Marine Hospitals....	13,655 14	10,202 41
do	Shipwrecked and distressed seamen	4,844 86	
British Columbia.....	Sick and disabled seamen.....		18,500 00
Prince Edward Island....	do do do	281 40	3,092 69
do	Shipwrecked and distressed seamen	481 01	
do	Marine Hospital, Charlottetown.....	1,045 57	
Quebec Marine Hospital..	Expenditure as appears in Appendix No. 20..		1,807 98
			19,965 97
	Total expenditure of Marine Hospitals, Sick and Disabled, and Shipwrecked and Distressed Seamen, for the fiscal year ended 30th June, 1877..		62,415 52

WM. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant.

 APPENDIX No. 22.

 REPORT ON THE MARINE HOSPITAL, ST. ANDREWS, NEW BRUNSWICK,
 FOR THE FISCAL YEAR ENDED 30th JUNE 1877.

December 17th, 1877.

SIR,—I have the honour of forwarding herewith the General Report and account of the Hospital, for the information of the Department of Marine and Fisheries, for the fiscal year ended 30th June, 1877.

There have been fourteen admissions to the hospital, two of which were cases of old standing, and chronic. One seaman died of consumption and empyema, after six months illness in the hospital.

Eighty-nine weeks and four days' board and nursing seamen, were paid the Matron and Keeper.

The hospital and buildings are in excellent order, requiring little or no repairs.

Disbursement for quarter ended 30th September, 1876.....	\$202	55
do do 31st December, 1876.....	218	13
do do 30th March, 1877.....	130	90
do do 30th June, 1877.....	167	22
Total.....	\$718	80

By receipts for above period in quarterly payments,
 for said sums respectively, per J. H. Harding, Esq.,
 Agent of the Department at St. John, N.B..... \$718 80

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

S. T. GOVE,
Medical Superintendent, Marine Hospital.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 23.

REPORT OF THE MARINE HOSPITAL, AT RICHIBUCTO, NEW
BRUNSWICK, FOR THE FISCAL YEAR ENDED 30th JUNE 1877.

December 14th, 1877.

SIR,—I have the honour of submitting my Annual Report for the fiscal year ended June 30th, 1877.

In my last I reported three seamen remaining in hospital. These remained in the aggregate 97 days, and were discharged cured.

During the present fiscal year, twenty patients were admitted, fifteen discharged, while five remained under treatment. The aggregate number of days being 462.

This, with the number of days for the three first mentioned, being 559 days in all. I am happy to say that no deaths have occurred.

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

J. W. DOHERTY M D.

HON. A. J. SMITH,
*Minister of Marine, etc.,
Ottawa.*

APPENDIX No. 24.

REPORT ON THE MARINE HOSPITAL, SYDNEY, NOVA SCOTIA, FOR
THE FISCAL YEAR ENDED 30TH JUNE, 1877.

SYDYNE, CAPE BRETON,

December, 1877.

SIR,—I respectfully submit the following Report of the Marine Hospital under my charge, for the fiscal year ended 30th June, 1877.

I took charge of the hospital on the 14th of May, 1877, when the first patient was admitted; on the 22nd of same month a second case was received into hospital.

On May 27th I received orders from your Department to have the patients removed to a private house in order to receive several cases of small-pox that arrived at the Port of North Sydney.

The hospital was occupied by the small-pox patients one month. Immediately upon their discharge, I had the hospital prepared for the return of the former patients.

On the 26th June a third case was placed under my charge; and on the 30th June the patients on hand returned to the hospital.

All of which is respectfully submitted.

A. D. MACGILLVARY, M.D.,

Medical Superintendent.

To the Hon.

Minister of Marine and Fisheries.

APPENDIX No. 25.

REPORT OF THE MARINE HOSPITAL, AT VICTORIA, B.C., FOR THE YEAR ENDED 30th JUNE, 1877.

VICTORIA, B.C., 28th August, 1877.

SIR,—I have the honour to submit the following Report of the Marine Hospital, at Victoria, for the fiscal year ended June 30th, 1877, in my capacity of Medical Superintendent of the same.

During the year twenty-six patients have been admitted into the Hospital. One death has occurred from tubercular disease of the Lungs, (Consumption.)

The small number of patients admitted and the length of time of their residence in the Hospital (a fraction over forty-one days each, are accounted for by the fact that as a rule only the more severe class of cases are sent to Victoria, the more ordinary class being treated at Nanaimo, Burrard Inlet, &c.

The condition of the Hospital and appurtenances is, as heretofore all that can be desired.

A matter to which I would beg leave to direct the attention of the Department is as to the advisability of securing the grounds of the old Lunatic Asylum (about to be vacated and adjacent to those of the Hospital) as an addition to those of the Marine Hospital. The extent of the present premises (about an acre) is limited. This suggestion if carried out would prevent the possibility of the Hospital being built in, in the future, a consideration of importance as affecting the rate of mortality in an Institution of this description.

The grounds referred to could no doubt be easily procured by application to the Provincial Government.

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

JNO. C. DAVIE, M. D.,
Medical Superintendent.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 26.

STATEMENT of Expenditure on Account of Cape Race Lighthouse and
Fog-Whistle, Newfoundland.

		\$ cts.	\$ cts.
Imperial Board of Trade, London.....	Dues on Tonnage for the year ended 30th June, 1876, 293,700 tons, $\frac{1}{2}$ d. per ton, £101 19s. 7d., sterling.....	496 30	496 30

WM. SMITH,
Deputy Minister of Marine, &c.

JOHN TILTON,
Accountant.

APPENDIX No. 27.

STATEMENT of Expenditure for the Removal of Obstructions in Navigable Rivers, for the Fiscal Year ended 30th June, 1877.

		\$	cts.	
Jo Mather.....	Expenses in connection with taking soundings, &c., in Ottawa River.....	100	00	
R. Campbell.....	Removing obstructions in Summerside Harbor, P.M.I.....	193	00	
				293 00

W.M. SMITH,
Deputy Minister of Marine, &c.

JOHN TILTON,
Accountant.

APPENDIX No. 28.

STATEMENT of Expenditure on account of Construction and Outfit of Steamer "Northern Light" for the Fiscal Year ending 30th June, 1877.

		\$	cts.
E. W. Sewell	Balance of contract, building steamer "Northern Light"	34,000	00
do	Extras in full	5,870	00
do	Travelling expenses	100	00
W. D. Campbell	Drawing up and registering deeds in connection with building steamer	35	48
J. J. Nesbit	Superintending building and making a report when completed	445	00
J. McMillan	Superintending erection of engines, machinery and travelling expenses	317	72
C. R. Coker	Surveying fees	131	00
O. White	Survey on engine	5	00
G. Glassford	Fire extinguishers	135	00
T. Routier	Wages of carpenters and blacksmiths	112	32
L. Guerard	Mattresses, pillows, &c.	475	00
F. X. Dery	Oil tank	15	00
Duquet & Co	Barometers and clocks	55	00
W. Barbour	Paid for cartage and ferrriages	20	84
W. Watson	Sails and covering steam-pipes	86	17
J. Boivin	Hardware	41	82
J. Cunningham	Making life preservers	82	00
N. Turcot	Rockets	12	00
Jno. Tardiff	Spar	1	50
Drum Manufacturing Co.	Table legs	3	00
L. Leclerc	Jack-screws	24	80
F. T. Thomas	Earthenware and cutlery	118	80
J. Fluettes	Oars and paddles	81	40
F. M. Dechene	Oil-cloth, table-cloths, blankets, &c.	402	23
G. T. Phillips	Deck-hose, couplings, fitting up bells, &c.	406	90
Carrier, Laine & Co.	Spare gear	523	60
Geo. Bisset	Ballast	112	00
Audet & Robitaille	Blocks, rope, canvas, &c.	101	19
S. J. Shaw & Co.	Tube expanders, lanterns, packing valves, &c.	400	35
Jno. Tweddell	Anchor davits, bolts, &c.	51	64
Henry Black	Difference on stove	18	00
S. Bedard	Kitchen utensils	198	09
Dinning & Webster	Life preservers, log, coal buckets, &c.	112	68
	Expenditure as per Report to 30th June, 1876	44,495	53
		16,241	26
	Total cost of Construction and Outfit	60,736	79

WM. SMITH.

*Minister of Marine, etc.*JOHN TILTON,
Accountant.

APPENDIX No. 29.

STATEMENT of Expenditure on account of the Winter Communication between Prince Edward Island and the Mainland (Steamer "Northern Light,") for the Fiscal Year ended 30th June, 1877.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
Capt. Finlayson.....	Seven months' salary as Captain, from 1st November, 1876, to 31st May, 1877.....	525 00	
Wm. Mitchell.....	Wages of officers and crew, from 10th November, 1876, to 13th May, 1877.....	4,001 85	
do	Travelling expenses, postages and sundry incidental expenses	90 58	
John Gillis.....	Freight of 300 tons coal, Pictou to Georgetown and St. Andrews.....	300 00	
do	Paid for wharfage, cartage, storing, etc.....	118 49	
Patrick Cahill.....	Twelve days' labor on steamer.....	15 00	
E. Davy.....	Repairing tools.....	2 50	
Anglo-American Tel. Co.....	Messages.....	31 72	
W. B. Allin.....	Hardware and repairs	74 00	
J. C. Hall	Labor and assistance getting steamer through the ice.....	353 00	
Hiram Hobbs.....	Twenty-one days' service on board steamer, \$1.50..	31 50	
Michael Sweeny.....	Putting coal on board.....	60 00	
John Burrowes.....	Provisions, vegetables, etc.....	224 76	
Patrick Hann.....	Cartage and labor	21 75	
Alex. McPherson.....	Two ice-boats, etc.....	280 00	
Ranton & Coleston.....	Blacksmiths' work.....	58 26	
S. Mackay.....	Services in office.....	30 00	
P. E. I. Railway Co.....	Coal, 8 tons at \$2.50, \$20.00; 120 tons at \$4.00, \$480.00; 33½ tons at \$4.00, \$135.36.....	635 36	
do do	Materials for and labor repairing rudder, making castings, bolts, tillers, etc.....	279 98	
J. D. McLeod.....	Provisions, groceries, etc.....	287 00	
Peake Bros. & Co.....	Hardware, ironwork, repairs	142 08	
David Small.....	Canvas, making boat covers, etc	81 00	
Joseph Wightman.....	Hauling coal to steamers	105 64	
Hugh McLean	Horse hire in connection with steamer	8 00	
Henry Rackham	Mahogany, glass, casing condenser, etc.....	236 78	
McKinnon & McLean.....	Castings for steamer.....	27 00	
Nova Scotia Coal Co.	426 tons coal at \$2.00, \$852.00; hauling, etc., \$134.00.....	986 00	
Acadia Coal Co.....	72½ tons coal at \$2.25	162 71	
Henry Lawson.....	Printing notices, reports, manifests, etc., \$20 50; advertising, \$11.90	32 40	
John Bryan.....	Repairs to boiler.....	34 00	
Bourke Son & Co.....	Rubber packing, stove bolts, etc	1 60	
Capt. A. McLeod.....	Seven days' services taking steamer out of harbor..	50 00	
" P. A. Scott.....	Travelling expenses inspecting steamer.....	22 14	
" Finlayson.....	Wages to workmen at Pictou repairing steamer.....	2,112 42	
Dodd & Rogers.....	Olive oil, cotton waste, rubber packing.....	367 79	
	Carried forward.....	11,790 31	

STATEMENT of Expenditure on account of the Winter Communication
between Prince Edward Island and the Mainland, &c.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	11,790 31	
G. A. Sharp.....	Freight on model ice-boat, St. John, N.B., to Summerside.....	11 00	
P. E. I. Railway Co.	Fares of officers and crew, Charlottetown to Quebec.....	166 00	
McDonald & Westaway...	Paid for provisions, groceries, vegetables, coaling, labor, etc.....	2,887 08	
Noonan & Davis	Paid for towage, pilotage, expenses of diver, carting, conveying men to steamer.....	849 93	
			15,704 32
	<i>Expenses paid at Quebec.</i>		
J. S. Brown.....	Pilotage	87 55	
W. Price	Refund of fare, Pictou to Quebec.....	14 50	
L. Arel	Pork and Beef.....	129 86	
W. H. Laroche	Medicines.....	14 80	
T. Routier	Paid labor coaling.....	20 57	
M. Dion & fils.....	Fish.....	10 50	
L. Bourget.....	Groceries and provisions	260 96	
W. Crawford & Sons.....	40 tons steam coal, at \$4.50.....	180 00	
R. Downes.....	Boarding officers and crew.....	228 00	
L. Marois.....	Vegetables.....	41 50	
Dawson & Co.....	Stationery	10 70	
A. H. Murphy.....	Coals, 63 chaldrons at \$5.50, \$346.50; putting on board, \$33.00.....	379 50	
John Davidson.....	Bread.....	8 40	
Jas. Shea & Bros.....	Butter.....	17 02	
Z. Lapierre.....	Two boats.....	126 00	
F. O. Valleraud.....	Oil, chimneys, etc.....	53 45	
			1,583 31
	Total.....		\$17,287 63

WM. SMITH,
Deputy Minister of Marine, &c.

JOHN TILTON,
Accountant.

APPENDIX No. 30.

STATEMENT of amount of Collections and Expenditure on account of Harbour Improvements, collected at the undermentioned Ports, at which Tonnage Dues have been imposed by Proclamation, for the Fiscal Year ended 30th June, 1877.

QUEBEC.			
	No. of Tons.	\$ cts.	\$ cts.
House and Amherst Harbours	5,254	525 48	554 28
Gaspé.....	288	28 80	
NEW BRUNSWICK.			
Richibucto	15,730	1,573 02	1,825 16
Bathurst	2,521	252 14	
NOVA SCOTIA.			
Sydney.....	42,097	4,209 72	4,234 95
Shelburne.....	74	7 41	
Ingonish	178	17 82	
			6,614 39

Expenditure on account of Harbour Improvements, for the Fiscal Year ended 30th June, 1877.

Richibucto, N.B.....	\$1,621 44
----------------------	------------

WM. SMITH,
Deputy Minister of Marine, &c.

OTTAWA, 28th July, 1877.

APPENDIX No. 31.

SCHEDULE of Fishery Officers in the Provinces of Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia, and Manitoba, appointed under the Fisheries Act [1868], with Districts, Post Office Address, Salary, &c., &c., distinguishing those who, being Fishery Overseers, are instructed to act *ex officio* as Magistrates, from those who act in the capacity of Fishery Wardens, and do not exercise magisterial powers.

PROVINCE OF ONTARIO.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
Samuel Wilmot.....		Newcastle	Officer in charge of fish-breeding establishments at Newcastle and Sandwich..	2,000 00
Henry Hunt.....	Larue's Island	Rockport	Warden ...	20 00
John Wallace	Lindoe Island	Lansdowne	do ...	50 00
J. D. McMillan.....	Lake St. Francis, from Cornwall to Coteau du Lac, and from St. Regis to Ste. Cecile	Dundee, P.Q.....	Overseer...	50 00
John Moonéy.....	Brockville to Cornwall.....	Prescott.....	do ...	200 00
Peter Kiel	Wolfe and Amherst Islands, and waters around down to Brockville..	Wolfe Island	do ...	200 00
David Conger.....	Carrying Place to Point Peter	Wellington.....	do ...	100 00
Peter Huff, jun	West Point to Point Peter.....	Pictou.....	do ...	50 00
Wm. A. Palen	Point Peter to Petticoat Point.....	Point Peter, Cherry Valley	do ...	50 00
John G. Hicks.....	Petticoat Point to Black River.....	South Bay	do ...	100 00
Wm. Plews.....	Black River to Bongard's Wharf.....	Prinyer	do ...	100 00
Charles Gilchrist..	Rice Lake and part of Lake Ontario fronting on the County of Northumberland	Port Hope	do ...	400 00
Jos. L. Thompson..	Cole's Ferry to Prescott	Brockville.....	Warden ...	50 00
Hugh Thompson....	Westerly limit, County South Leeds to Cole's Ferry, and Islands opposite in St. Lawrence River, including Howe Island.....	Gananoque.....	Overseer...	50 00
David Hamilton....	Charleston Lake, Gananoque Lake and River.....	Charleston Lake, P.O..	Warden ...	50 00
A. J. Harrington..	Lake Scugog (west side).....	Port Perry.....	Overseer...	50 00
John McAllister....	do (east side).....	Cæsarea.....	Warden ...	50 00
Alfred Knight.....	Lake shore and inland waters, Counties of Lennox and Addington.....	Petworth	Overseer...	200 00
Charles Wilkins ...	Waters of the Bay of Quinte fronting on County of Hastings, and from Carrying Place eastward to Mill Point in the Co. of Prince Edward..	Belleville	do ...	200 00
	Carried forward			3,970 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF ONTARIO.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 3,970 00
John W. Kerr.....	Whitby Harbor to Port Maitland	Hamilton.....	Overseer..	500 00
James G. Wilcox.....	River Credit	Port Credit.....	do ...	50 00
Chas. L. Bingham.....	That part of the Counties of Norfolk and Haldimand fronting on Lake Erie	Pleasant Hill.....	do ...	200 00
Alex. McBride	That part of Lake Erie fronting on the County of Elgin	Port Burwell.....	do ...	50 00
John McMichael.....	Lake Erie frontage, County of Kent..	Rond Eau.....	do ...	50 00
Andrew Hughson..	River Credit, from Orangeville to Norval, together with the Town- ships of Mono, East Garapaxa, Albion, Amaranth, Luther and Caledon to Church's Mills Cataract	Orangeville.....	do ...	50 00
Peter McCann	From London to Thamesville on the Thames River.....	London	do ...	150 00
E. Boismier.....	Baptiste Creek on Lake St. Clair, to Point Pélee.	Sandwich.....	do ...	200 00
James Cummins.....	Point Pélee Island.....	Kingsville	Warden ...	50 00
D. McMaster	Baby's Point, on River St. Clair, to Kettle Point, on Lake Huron.....	Sarnia	Overseer..	200 00
A. C. McKinnon ..	Kettle Point to Point Clarke, Lake Huron.....	Goderich	do ...	100 00
James Muir	Point Clarke to Cape Hurd, including adjacent islands	Port Elgin.....	do ...	100 00
Geo. S. Miller.....	Owen Sound to Cape Hurd.....	Owen Sound.....	do ..	100 00
James Patton.....	Collingwood to Point Rich	Collingwood.....	do ..	250 00
Samuel Fraser.....	Point Cockburn to Moose Point.....	Midland	do ...	100 00
Farquhar McRae..	Sydenham River and Lake St. Clair, from Baptiste Creek to Baby's Point	Wallaceburg.....	do ...	150 00
Geo. B. Abrey.....	Manitoulin Islands and adjacent islands in Lake Huron.....	Little Current.....	do ...	100 00
Wm. McGown	From Moose Deer Point to Byng Inlet, Georgian Bay.....	Parry Sound.....	Warden ...	50 00
Alex. Proulx	Byng Inlet to Thessalon River.....	Killarney	do ...	50 00
Jos. Wilson	Thessalon River to head of Lake Superior	Sault Ste. Marie	Overseer..	100 00
James Dickson.....	Lake Superior, extending from Slate Island to mouth of Pigeon River.....	Prince Arthur's Land- ing	do ...	100 00
Alex. McKenzie ..	Lake Simcoe and tributaries.....	Barrie	do ...	50 00
Wm. R. Young.....	Lake Simcoe, from Cook's Bay to Beaverton.....	Keswick.....	do ...	50 00
George Cochrane..	Inland waters, Co. Peterboro', in- cluding Pigeon, Deer, Salmon- Trout, Stony, Sturgeon and Che- mong Lakes	Lakefield.....	do ...	200 00
Daniel Bowen.....	Upper Division or East Riding, Co. Peterboro', comprising waters of Gull and Burnt Rivers and tribu- taries, together with Drag, Eagle, Moose, Red-stone, Crooked and other lakes within such limits.....	Haliburton	do ...	100 00
James McFadden..	Mississippi River and Lake	Carleton Place.....	do ...	30 00
Jno. Lyon	Madawaska River and Lake des Chats	Arnprior	do ...	50 00
Andrew Telfer.....	Bonnechère River and Lakes, Co. Renfrew.....	Sand Point.....	do ...	50 00
	Carried forward			7,200 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued

PROVINCE OF ONTARIO.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward			\$ cts. 7,200 00
James Sutherland.	Inland waters, N.R. County Victoria, north of Sturgeon Lake and above Fenelon Falls	Woodville	do ...	100 00
John McGregor.....	Rideau Lakes.....	Westport	Warden ..	75 00
Henry Lawe	Grand River from mouth to Caledonia	Dunnville	Overseer...	100 00
Robert Watt	Grand River and tributaries from Brantford upwards.....	Brantford.....	do ...	100 00
Wm. E. Foot.....	Lakes Muskoka, Rosseau, Joseph, Lake of Bays and the Maganetawan River	Bracebridge	do ...	125 00
Wellington Hull ..	The Rivers Credit and Speed, with their tributaries, in the townships of Eramosa, Erin, Caledon and Esquesing	Erin.....	do ...	50 00
	Total			7,750 00

PROVINCE OF QUEBEC.

Napoléon Lavoie ..	Lower St. Lawrence River and Gulf.	Gaspé Basin (in summer), L'Islet (in winter).....	Officer in charge of Gov. st'm'er for protection of Fisheries..	} 1,400 00
C. Caron	Point Lévis to River Ouelle	L'Islet	Overseer...	
Jules Gauvreau ...	River Ouelle to Point à la Loupe, Green Island	Isle Verte.....	do ...	100 00
H. Martin.....	Point à la Loupe, Green Island, to Rimouski River (same included)	Rimouski.....	do ...	100 00
L. E. Grondin	Rimouski to River Blanche	do	do ...	100 00
Vital Charest.....	River Blanche to Cape Chatte.....	Matane	do ...	100 00
George Gagnon.....	Inland waters, County Témiscouata ..	St. Epiphane.....	Warden ...	30 00
Cyrille Dubé.....	Lake Témiscouata and neighbouring waters, County Témiscouata	Notre Dame du Lac.....	do ...	30 00
Alfred Blais	Lake Matapedia and River Matapedia to CausapscaL.....	CausapscaL.....	do ...	100 00
J. J. Letourneau...	Cape Chatte to River St. Anne des Monts	St. Anne des Monts	do ...	100 00
P bert, jun	York, Dartmouth and St. John Rivers, Gaspé Basin to Point Maquereau.....	Gaspé Basin	do ...	200 00
John Phelan.....	Point Maquereau to Paspebiac Point ..	Port Daniel.....	do ...	50 00
R. W. H. Dimock..	Paspebiac Point to Maguasha Point...	New Richmond.....	do ...	200 00
John Mowat	That part of the County of Bonaventure extending from Maguasha Point upwards, and including the Rivers Matapedia and Restigouche and their tributaries.....	Dee Side, Matapedia....	do ...	300 00
Daniel Rosa.....	Lakes Beauport, St. Charles and adjacent Lakes	Quebec.....	Warden ...	50 00
L. P. Huot.....	Lakes Philippe, Gagné and adjacent Lakes, and the Island of Orleans....	St. Roch, Quebec.....	Overseer ..	100 00
	Carried forward			3,160 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF QUEBEC.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary,
	Brought forward.....			\$ cts. 3,160 00
J. E. Demeule.....	River du Gouffre to Canard River, including inland Lakes adjacent to Murray Bay and St. Paul's Bay.....	Murray Bay.....	Warden ...	50 00
Etienne Tremblay. Jos. Simard Antoine Filion.....	} Lakes in rear of Murray Bay and Bay St. Paul ..	{ Bay St. Paul.....	do ...	30 00
		{ St. Agnes.....	do ...	40 00
		{ Bay St. Paul.....	do ...	30 00
F. Saillant.....	Waters in Counties of Chicoutimi and Saguenay.....	Tadoussac.....	Overseer ...	150 00
Job Bilodeau.....	Lake St. John and tributaries, Upper Saguenay.....	Metabetchouan.....	Warden ...	50 00
Joseph Boily.....	Escoumains to Bersimis.....	Milles Vaches.....	do ...	50 00
G. L. Duguay.....	North Shore, from Manicouagan to Point des Monts, including Beauce, Mistassini and Godbout Rivers.....	Godbout.....	do ...	150 00
J. O. Belanger.....	North Shore (river St. Lawrence, from Point des Monts to Bay des Rochers, including Trinity and Pentecost Rivers.....	L'Islet.....	do ...	150 00
G. Mathurin.....	Moisie District, from Point Jambon to Point St. Charles, including Moisie River.....	Montmagny.....	Overseer..	150 00
D. B. McGie.....	Equimaux Point to Sheldrake River..	Port Daniel.....	do ...	100 00
P. C. Gobeil.....	Watsheeshoo District, from Ateepetal Bay West to Little Watsheeshoo River East.....	Natashquan.....	do ...	150 00
J. B. Couillard.....	Natashquan District, from River Nabisippi to Point Kegascha.....	Montmagny.....	Overseer..	150 00
J. Legouvé.....	St. Augustine Division, from Cape Whittle to Checatca.....	Pacachoo.....	Warden ...	100 00
W. H. Whitley.....	Bonne Esperance Division, from Checatca to Blanc Sablon.....	Bonne Espérance.....	do ...	100 00
J. J. Fox.....	Magdalen Islands.....	Amherst.....	Overseer..	50 00
W. C. Willis.....	Waters in District of St. Francis.....	Sherbrooke.....	do ...	150 00
H. W. Austin.....	District of Montreal and Richelieu, together with Richelieu River and tributaries.....	Chambly.....	do ...	200 00
S. F. Copp.....	Lake Memphremagog, in the Counties of Stanstead and Brome.....	Georgeville.....	do ...	100 00
J. B. Chevalier.....	Richelieu River, from St. John to Lake Champlain.....	St. Jean, Iberville.....	do ...	100 00
Pierre Latraverse..	That part of the River St. Lawrence bordering on the Counties of Richelieu, Yamaska and Berthier, in the Province of Quebec, including Sorel and adjoining islands.....	Sorel.....	Warden ...	100 00
P. E. Luke.....	Missisquoi Bay in Lake Champlain and Pike River.....	Phillipsburg.....	Overseer..	50 00
Wm. Clyde.....	Chateaugay River and tributaries...	Huntingdon.....	do ...	50 00
Andrew Watt.....	River Chateaugay, from mouth to village.....	Chateaugay Basin.....	do ...	50 00
Alexander Beaton.	The inland waters in rear of the County of Argenteuil.....	Lost River, P. O., Harrington.....	do ...	30 00
L. J. Loranger.....	The inland waters of the County of Terrebonne.....	St. Sauveur.....	do ...	100 00
	Carried forward.....			5,590 00

SCHEDULE of Fishery Officers in the several Provinces, &c. — Continued.

PROVINCE OF QUEBEC.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....	.....	.....	\$ cts. 5,590 00
Thomas Evans.....	Inland waters of the Townships of Gore, Wentworth and Howard, in the County of Argenteuil, and those of the Seigniorie of Mille Isle and Township of Morin, in the County of Terrebonne.....	Lakefield	Overseer...	30 00
Duncan Dewar.....	Inland waters, Seigniorie of Argenteuil, in the Townships of Chatham and Grenville, in the County of Argenteuil.....	St. Andrews.....	do ...	30 00
	Total.....	.....	.....	5,650 00

PROVINCE OF NOVA SCOTIA.

W. H. Wyld.....	Nova Scotia.....	Port Mulgrave.....	Inspector..	1,400 00
W. H. Rogers.....	do	Amherst.....	Fishery Officer..	800 00
	<i>Annapolis County.</i>			
W. T. Carty.....	Annapolis County.....	Annapolis	Overseer...	120 00
Miner Clark	Laurencetown Bridge to Clarke's Ferry.....	Bridgetown.....	Warden ...	25 00
James B. Dobson...	Laurencetown Bridge to County Line, including Nictaux River.....	Laurencetown.....	do ...	25 00
Charles Bartaux...	Nictaux River.....	Wilmot.....	do ...	25 00
J. H. Pineo.....	Lovett's Brook.....	Round Hill.....	do ...	25 00
Thomas Devers.....	Annapolis and Languille Rivers.....	Annapolis.....	do ...	25 00
A. F. Morton.....	Annapolis River.....	Wilmot.....	do ...	25 00
J. H. Parker.....	Nictaux River.....	Nictaux	do ...	25 00
	<i>Antigonish County.</i>			
A. W. McDonald...	Antigonish County.....	Antigonish	Overseer...	125 00
Angus McDonald...	From mouth of Harbour to foot of Marsh, thence up Tracadie stream to lake, from Marsh up to Monastery Brook, including French Settlement Brook and Tarbitts.....	Tracadie.....	Warden...	25 00
J. R. Aymer	From mouth of Harbor to Forks, from thence on the Pomquet River to V. Chisholm's Mills, and from Forks on the Black River to Falls.....	Pomquet Forks, Antigonish	Warden ...	25 00
Albert Randall	From shore to lake	Bayfield, W.O.....	do ...	15 00
Colin Chisholm	From Antigonish Harbor to McWilliams or St. Andrew's Bridge.....	Lower South River, Antigonish	do ...	25 00
Lochlin Cameron	From McWilliam's Bridge to Frazer's Bridge, including Big Brook.....	Upper South River, Antigonish.....	do ...	30 00
	Carried forward .....	.....	.....	2,740 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward....			\$ cts. 2,740 00
<i>Antigonish County—Continued.</i>				
John Cumming....	From Frazer's Bridge to County line at head of lake.....	Upper South River, Antigonish.....	Warden ...	20 00
John Dexter.....	From Antigonish Harbor (foot of marsh), to Trotter's Mill Brook, thence up said Brook to Trotter's Mill, including both branches of West River and Bailey's Brook.....	Antigonish.....	do ...	30 00
Donald Chisholm..	From Trotter's Mill Brook to W. Thompson's Dam	Salt Springs, Antigonish	do ...	25 00
Alex. Macadam....	From Thompson's Dam to Addington Forks' Bridge.....	West River, Addington Forks, Antigonish ...	do ...	25 00
Hugh Cameron	From Forks' Bridge to Pinkeytown Bridge, including James River and Beaver River	Addington, W.O.....	do ...	25 00
Duncan Fraser.....	From Pinkeytown Bridge to Stewart's Mill	Ohio	do ...	20 00
James Chisholm....	From Campbell's Rock, on Pomquet River to V. Chisholm's Mill on the Eastern Branch, and to Alexander McDonald's Mill on the Western Branch.....	St. Andrews.....	do ...	25 00
<i>Cape Breton County.</i>				
Francis Quinan	From Low Point to South Head of Cow Bay, and north side of Mira Bay, including Salmon River and Sydney River	Sydney	Overseer...	120 00
Anthony Spencer..	Mira River, Black Brook.....	Mira Gut, W.O.	Warden ...	25 00
Wm. Burke.....	Mira Bridge and Trout Brook	Burke's Bridge, Mira River.....	do ...	25 00
John McEachen....	Salmon River.....	Grand Mira, Arichat...	do ...	25 00
Thos. Moore.....	Balls and Leeches's Creeks	North Sydney.....	do ...	20 00
Donald McDonald..	Sydney River and Forks.....	Lingan	do ...	20 00
Alex. McLean.....	Mill Brook.....	Mill Brook	do ...	20 00
York Barrington...	North of East Bay to head of Sydney River, including part of Bouladerie Island.....	Sydney Mines.....	Overseer...	120 00
Alex. McDonald....	South of East Bay to Salmon River	East Bay	do ...	120 00
Allan McAdam.....	Eskasoni.....	Eskasoni	Warden ...	25 00
Angus Morrison....	Marion Bridge, Mira.....	Marion Bridge, Mira.....	do ...	25 00
Denis Murphy	Ponds, Sydney Mines.....	Ponds, Sydney Mines...	do ...	25 00
D. McDonald.....	Salmon Holes, Sydney Forks	Sydney.....	do ...	25 00
M. McLellan.....	Rory Brack's Brook.....	Rory Brack's Brook	do ...	25 00
P. Keefe.....	North-West Brook, Grand Lake and tributaries.....	Lingan	do ...	25 00
Donald M'Cormack	Leitche's Creek and George's River...	Leitche's Creek, W.O..	do ...	25 00
John McNeil.....	Benacadie River emptying into Bras d'Or Lake.....	Benacadie, W.O.....	do ...	25 00
	Carried forward			3,605 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 3,605 00
<i>Colchester County.</i>				
Wm. Blair.....	Colchester County, East Division.....	Onslow	Overseer..	100 00
G. N. Christie....	Salmon River.....	Truro	Warden ...	25 00
Samuel Frame.....	Shubenacadie River.....	Shubenacadie River... ..	do ...	25 00
R. J. Pollock.....	Stewiacke River (lower portion).....	Lower Stewiacke	Overseer ..	75 00
George Fulton.....	do (upper portion).....	Stewiacke River, Brook- field.....	Warden ...	25 00
J. Bonyman.....	Northern Division, Co. Colchester, comprising Tatamagouche Bay, French and Waugh's Rivers.....	New Annan	Overseer ..	40 00
J. W. Davison....	Colchester County, West Division.....	Upper Economy.....	do ...	100 00
J. Urquhart.....	Waugh's River.....	Tatamagouche River... ..	Warden ...	50 00
W. McElheney....	De Bert River.....	Londonderry	do ...	25 00
Henry Urquhart....	Folly River.....	do	do ...	25 00
Thos. Davidson, 2nd	Portapique River.....	Portapique, W.O.....	do ...	25 00
George Moore.....	Economy River	Economy.....	do ...	25 00
Mat. G. Murray....	Salmon River.....	Truro	do ...	25 00
William Winton...	Lower Stewiacke River.....	Lower Stewiacke	do ...	25 00
Alfred Wright....	do do	do	do ...	25 00
<i>Cumberland County.</i>				
Isaac J. Hingley....	Cumberland Co., Eastern Division, embracing all streams emptying into the Straits of Northumberland.....	Oxford.....	Overseer ..	100 00
Oliver Fillmore....	River Philip, Hanam's Falls, upwards.....	River Philip	Warden ...	25 00
John W. Moore....	do do downwards.....	do	do ...	25 00
Jer. Brownell.....	Shinimicas River.....	Shinimicas, Goose R... ..	do ...	25 00
Asa Fillmore.....	River Philip	River Philip.....	do ...	25 00
James King.....	Cumberland County, Western Divi- sion, including all streams flowing into the Bay of Fundy	Amherst	Overseer ..	100 00
David Corbett.....	Laplanche and Nappan Rivers.....	do	Warden ...	25 00
Moses Harrison....	Maccan River.....	Maccan, W.O.....	do ...	25 00
John Canham.....	River Hebert.....	River Hebert.....	do ...	25 00
Francis L. Jenks... .	Parrsboro' Head.....	Parrsboro'	do ...	25 00
W. C. Rindress.....	Wallace River.....	Wallace	do ...	30 00
Elijah Fowler.....	Diligent, Ramshead and Fox Rivers, including fisheries from Partridge Island to Spencer Island	Diligent River, Parrs- boro'	do ...	30 00
<i>Digby County.</i>				
J. H. Morehouse... .	Digby County	Hillsburg	Overseer ..	120 00
Abraham L. Gavil..	Joggins River.....	Digby	Warden ...	25 00
J. M. Devault.....	Salmon River.....	Salmon River, W.O.....	do ...	25 00
Lochlin McKay....	St. Mary's Bay	St. Mary's Bay, W.O....	do ...	25 00
Robert Journey....	Sigsaboo River.....	Weymouth.....	do ...	25 00
J. P. Thibodeau....	Metaghan River and Comeau's Brook.....	Metaghan River.....	do ...	25 00
Holland E. Payson..	Brier and Long Island.....	Brier Island.....	Overseer ..	50 00
Louis A. Mélançon..	West Division, Digby County.....	Clare.....	do ...	75 00
	Carried forward.....			5,050 00

SCHEDULE of Fishery Offices in the several Provinces, etc.—*Continued.*

PROVINCE OF NOVA SCOTIA—*Continued.*

				\$ cts.
Brought forward.....				5,050 00
<i>Guysborough County.</i>				
James A. Tory.....	Guysborough County.....	Guysborough.....	Overseer..	150 00
James Cook.....	Salmon River, from mouth to Graham's West Line.....	Salmon River, W.O.....	Warden ...	25 00
James Cahill.....	From Graham's West Line to foot of Neil's Lake, including North Branch and Lake.....	Salmon River, W.O....	Warden ...	20 00
Charles Kenny.....	From foot of Neil's Lake to Beaver Dam Lake, inclusive, and all the Lakes through which it passes.....	Salmon River, West Branch, Guysboro'...	do ...	15 00
Donald Gunn.....	From mouth of Scott's Place to Country Harbor Lake, including Gunn's Brook, from Main River to Hurley's Lake.....	Cross Roads.....	do ...	30 00
William Pride.....	From mouth of St. Mary's River to Sinclair's Point, including stream from Wine Harbor to Lake.....	Sherbrooke, St. Mary's	do ...	30 00
Thomas McKeen...	From Forks to County line, including McQueen's Mill and Brook to Lake.....	Melrose.....	do ...	30 00
Edward Jordan...	From Forks to Indian man's Brook...	Glencelg.....	do ...	30 00
Robert McKay.....	From head of tide to head of Intervale on the North Branch, and to Cameron's Mill on the Valley Branch.....	Guysborough, Intervale, W.O.....	do ...	15 00
James R. Bruce....	From mouth of Clam Harbor River to Upper Falls.....	Guysborough.....	do ...	10 00
James Nickerson...	From Beach to Falls, including North West Brook.....	New Harbor, W.O.....	do ...	15 00
Allan McQuarry ...	St. Mary's River.....	St. Mary's River, Sherbrooke.....	do ...	40 00
John McDaniel.....	District of St. Mary's.....	Sherbrooke.....	Overseer..	100 00
Adam Kirk.....	St. Mary's River, extending from Alex. Ross (above still waters) to Hugh Halters' on the West River...	Glencelg.....	Warden ...	30 00
Alex. Ross.....	St. Mary's River.....	Stillwater.....	do ...	25 00
D. McC. Sinclair...	From Sinclair's Mill to Headwater...	Goshen.....	do ...	20 00
<i>Halifax County.</i>				
Wm. Anderson.....	Halifax County. East Division, Dartmouth to Ecum Secum.....	Musquodoboit Harbor..	Overseer..	150 00
James Blakely.....	From Ship Harbor to Chezzetcook, inclusive.....	Ship Harbor.....	Warden ...	30 00
William Hall.....	Sheet Harbor.....	Sheet Harbor.....	do ...	40 00
John Fitzgerald...	Halifax Harbor to Margaret Bay, Portuguese Cove.....	Portuguese Cove.....	Overseer..	150 00
Archibald Kidston	From Peggy's Cove to Torrance Bay, Nine Mile and Prospect Rivers.....	Spryfield.....	Warden ...	40 00
Nathaniel Mason...	From Hubbert's to Peggy's Cove, Margaret Bay, Ingraham and Indian Rivers.....	Margaret Bay, Peggy's Cove, W.O.....	do ...	40 00
Lewis P. Fairbanks	Shubenacadie Canal.....	Dartmouth.....	Overseer..	No salary.
Danl. Mosher.....	Cow Bay Run.....	Cow Bay, Dartmouth..	Warden ...	20 00
Donald McCleam...	Chezzetcook River.....	Chezzetcook River.....	do ...	30 00
Donald McDonald.	Laurentown.....	Laurentown.....	do ...	30 00
Carried forward.....				6,165 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*PROVINCE OF NOVA SCOTIA.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
Brought forward.....				\$ cts. 6,165 00
<i>Halifax County.—Continued.</i>				
.....	Ecum Secum.....	Ecum Secum.....	Warden	40 00
Henry Balcam	Salmon River.....	Salmon River.....	do	30 00
John McCurdy.....	Middle Musquodoboit.....	Middle Musquodoboit.....	do	30 00
James Miller.....	Tangier River.....	Tangier River	do	30 00
Neil McLean.....	Pennant River.....	Hubbard's Cove.....	do	40 00
Jas. Gardner.....	Musquodoboit Harbor.....	Musquodoboit Harbor.....	do	30 00
John Taylor.....	Little Musquodoboit River	Little Musquodoboit River	do	30 00
Geo. Parker.....	Upper Musquodoboit	Upper Musquodoboit River	do	30 00
John Frazer.....	Moser's River and Ecum Secum.....	Moser's River	do	30 00
Geo. Kiezer.....	Lake Porter and streams.....	Lake Porter	do	30 00
Geo. Walker.....	Little Salmon River.....	Little Salmon River	do	20 00
<i>Hants County.</i>				
P. S. Burnham.....	Hants County, Western Division, from Western County Line to Walton	Windsor.....	Overseer.....	100 00
John W. Dinsmore.....	Shubenacadie River, from Stewiacke River to Halifax County Line.....	Shubenacadie.....	Warden	30 00
James Mosher.....	Rivers Meander and Herbert, from mouth to source.....	Brooklyn.....	do	30 00
T. B. O'Brien.....	East Division, from Walton to Colchester Line.....	Maitland	Overseer.....	100 00
Joseph Mosher.....	Kennetcook River, from its mouth to head of tide	Newport.....	Warden	50 00
James M. O'Brien.....	Walton and Kennetcook Rivers.....	Maitland.....	do	30 00
<i>Inverness County.</i>				
Hugh Gillis.....	Inverness County, East Division.....	Forks, Margaree	Overseer.....	100 00
Murdoch A. Ross.....	do do	N.E. Margaree.....	do	100 00
Peter Coady.....	From mouth of Margaree River to South-west Chapel.....	S.W. Margaree, W.O.....	do	25 00
Neil McKay.....	Upper Waters and tributaries, Margaree River	S.W. Margaree River.....	Warden	25 00
John Cameron.....	Inverness County, Western Division.....	River Inhabitants.....	Overseer.....	100 00
John Meagher.....	Mabou River.....	Mabou	Warden	25 00
Michael McDonald.....	River Dennis.....	River Dennis, W.O.....	do	25 00
Donald McDonald.....	River Inhabitants.....	River Inhabitants, W.O.....	do	25 00
A. McLellan.....	do	Broad Cove	do	25 00
Hugh Cameron.....	do	S.W. Mabou	do	25 00
James McGarry.....	Ainslie Lake	Margaree	do	25 00
Kenneth McKenzie.....	Crowdis Bridge to head of river.....	Big Intervale, N. E. Margaree.....	do	25 00
Malcolm McLeod.....	do do	do do	do	25 00
Mark Crowdis.....	From Crowdis Bridge to Forks, North-east Margaree River.....	do do	do	25 00
George Ingraham.....	From Crowdis Bridge to Forks, North-east Margaree River	do do	do	25 00
John Carroll.....	From Margaree Harbor to South-west Chapel	S.W. Margaree.....	do	25 00
Donald McDonald.....	Whycocomagh Bay.....	Whycocomagh.....	do	25 00
Malcolm McKay.....	Trout River.....	Lake Ainslie.....	do	20 00
Carried forward				7,515 00

SCHEDULE of Fishery Officers in the several Provinces, &c.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			7,515 00
	<i>King's County.</i>			
Adolphus Bishop.....	King's County.....	Kentville.....	Overseer...	125 00
John E. Starr.....	do.....	Port William.....	do.....	250 00
W. McIntyre.....	Annapolis River.....	Kentville.....	Warden...	30 00
Irad Benjamin.....	Gasperaux.....	Gasperaux.....	do.....	20 00
John Buchanan.....	do.....	do.....	do.....	20 00
	<i>Lunenburg County.</i>			
Geo. Redden.....	Lunenburg County, East Division, Middle, Gold, Martins and Musha- mush Rivers.....	Chester.....	Overseer...	100 00
Geo. Moland.....	Eastern River.....	do.....	Warden...	25 00
Jas. Corkum.....	Middle River.....	do.....	do.....	25 00
Wm Mosher.....	Lower Gold River.....	do.....	do.....	25 00
John Hutt.....	Middle Gold River.....	Beech Hill, Chester...	do.....	25 00
Edward Boylan.....	Gold River, Upper.....	New Ross.....	do.....	25 00
Jas. Langille.....	Martin's River.....	Ghester.....	do.....	25 00
Hy. S. Jost.....	Lunenburg County, West Division.....	Lunenburg.....	Overseer...	100 00
Chas. Pernette.....	From mouth of Lahave River to Wilkie's Cove.....	do.....	Warden...	25 00
John Artz.....	Wilkie's Cove to Henry Koch's.....	Bridgewater.....	do.....	25 00
Jas. Mossman.....	From Henry Koch's to Knock's.....	Lunenburg.....	do.....	25 00
Edward Morgan.....	Knock's to source of Lahave River.....	Lahave River, New Germany, W.O.....	do.....	25 00
John Andrews.....	Mushamush River.....	Mahone Bay.....	do.....	25 00
Geo. A. Nesbit.....	Petite River, mouth to Wallace Brook.....	Petite River.....	do.....	25 00
Eli Hebb.....	Petite River, from Wallace Brook to source.....	Hebb's Cross, West Conquerall.....	do.....	25 00
William Craft.....	East Gold River, from Bongald's Point to Gold River Branch, thence to Clark's, Clinton's and Henry's Lakes.....	Chester Basin.....	do.....	25 00
	<i>Pictou County.</i>			
John McDonald.....	Pictou County, East Division, in- cluding Sutherland's, French and Barney's Rivers, Bailey's Brook and Shore Fishery from Pictou Harbor Eastward to County Line.....	Ponds, W.O.....	Overseer...	170 00
J. McKay.....	Barney's River.....	Barney's River, W.O.....	Warden...	25 00
Donald Rankin.....	Sutherland River.....	New Glasgow.....	do.....	25 00
William Stewart.....	French River.....	French River.....	do.....	25 00
Dan McLean.....	Bailey's Brook.....	Bailey's Brook, W.O.....	do.....	30 00
David Marshall.....	Pictou County, West Division, in- cluding Middle, West, Cariboo, Toney and John Rivers.....	New Glasgow.....	Overseer...	140 00
John Turner.....	French River.....	French River.....	Warden...	25 00
Wm. Smith.....	East River.....	East River.....	do.....	25 00
Robert Archibald.....	Middle River.....	Middle River.....	do.....	25 00
Wm. Evans.....	West River.....	West River.....	do.....	25 00
A. McKenzie.....	Toney River.....	Toney River.....	do.....	25 00
	Carr'd forward.....			9,050 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Bro ght forward.....			\$ cts. 9,050 00
<i>Pictou County.—Continued.</i>				
David Langille.....	River John	River John	Warden ...	25 00
George McKenzie.....	Cariboo River	Cariboo River	do ...	25 00
John McDonald ...	Barney's River, from McDonald's Bridge to Head	Barney's River, W.O...	do ...	25 00
P. Delaney.....	East River, from Iron Bridge to Grant's Factory, from tide to Iron Bridge Coal Mine.....	Churchville.....	do ...	25 00
William Frazer.....	Grant's Factory to East Branch Lake	Bridgeville.....	do ...	25 00
Donald Frazer	Fork and West Branch Lake.....	Hopewell.....	o ...	25 00
<i>Queen's County.</i>				
Samuel T.N.Sellon	Queen's County.....	Liverpool.	Overseer...	150 00
Stephen Clements.	Fort Point to Salmon Rocks, Milton Bridge, on Liverpool River.....	do	Warden....	25 00
Theodosius Ford...	Milton Bridge up to Port Liverpool River.....	Milton.....	do ...	50 00
Geo. Snadden.....	Salmon Rock to Puddingpan Island, around the Coast.....	Liverpool.....	do ...	20 00
Henry Hooker.....	Puddingpan Island to Toby's Island, up Port Medway River, to Dog Cove	Port Medway.....	do ...	30 00
John Fitzgerald....	From Steam Mills to Salter's Falls on Port Medway River.....	Mill Village.....	do ...	30 00
Barnabas Miles....	Salter's Falls to Pawn Hook on Port Medway River.....	Greenfield, W.O.....	do ...	20 00
Stephen Smith.....	Pawn Hook to Brookfield	Liverpool.....	do ...	20 00
Jonathan Smith....	Fort Point to Western Head, Liver- pool Harbor.....	do	do ...	15 00
James Farquhar....	Western Head, Liverpool Harbor to Broad River, Port Mouton and Port Joli	do	do ...	30 00
Solomon Lonas....	Port Medway River.....	Mill Village.....	do ...	30 00
<i>Richmond County.</i>				
Duncan Cameron..	Eastern Division, from River Bour- geoise to East Boundary of County, including said river.....	St. Peters.....	Overseer...	125 00
John Murchison....	Grand River.....	Grand River, W.O.....	Warden....	30 00
Edward Ballam....	Western Division, from River Bour- geoise to West Boundary of County	Arichat	Overseer...	125 00
P. W. Grouchy....	Decousse River.....	Decousse River, Arichat	Warden....	30 00
John Proctor, sen.	Inhabitants River.....	Port Hawkesbury.....	do ...	20 00
Abraham Sampson	Petit Degrat Inlet.....	Petit Degrat.....	do ...	30 00
Justinian Sampson	L'Ardoise.....	L'Ardoise.....	do ...	30 00
Charles Grant.....	River Inhabitants.....	River Inhabitants.. ..	do ...	20 00
Alex. Smith.....	West Bay, Black River.....	West Bay.....	do ...	30 00
Edward Madden....	Rear of River Bourgeoise.....	River Bourgeois.. ..	do ...	30 00
Geo. Donahoe.....	River Moulin.....	River Moulin, Gran- digue Ferry, W.O....	do ...	30 00
Patrick Kyte.....	River Tier.....	River Tier, St. Peters..	do ...	25 00
Felix Gerroir.....	Grand Ruisseau.....	Grand Ruisseau Arichat	do ...	25 00
William Kehoe.....	False Bay and Breen's Brook	River Bourgeoise, W.O	do ...	25 00
	Carried forward			10,195 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NOVA SCOTIA.—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
Brought forward				\$ cts. 10,195 00
<i>Shelburne County.</i>				
Samuel Muir.....	Shelburne County.....	Shelburne.....	Overseer...	125 00
William McKay.....	Clyde River.....	do	Warden...	20 00
M. Greenwood.....	Round Bay River and Indian Brook.....	Clyde River, W.O.	do	20 00
George Archer.....	Birchtown River.....	Shelburne	do	15 00
Richard McGill.....	Roseway River.....	do	do	20 00
James Turner.....	Jordan River.....	do	do	30 00
L. Freeman	Sable River.....	Sable River, W.O.....	do	30 00
Henry Ackerman.....	Green Harbor.....	Ragged Island, Locke's Island, W.O.....	do	20 00
P. Crowell.....	Barrington River.....	Barrington	do	20 00
<i>Victoria County.</i>				
J. W. Burke	Victoria County, North Division, from Smoky Head to Bay St. Lawrence.....	Ingonish.....	Overseer ..	120 00
Donald McRae, jun	do South Division.....	Baddeck.....	do	120 00
John McLellan.....	Middle River.....	Middle River, W.O., Baddeck.....	Warden....	25 00
John McDonald.....	Middle River, Upper Settlement.....	Baddeck.....	do	25 00
Donald McQuarrie.....	do	do	do	25 00
Donald McMillan.....	Baddeck River.....	Middle River, W.O., Baddeck.....	do	25 00
Donald McAuley.....	do	Baddeck.....	do	25 00
Hector McKenzie.....	North River.....	North River, W.O.....	do	25 00
Donald McRae.....	Baddeck River and tributaries.....	Baddeck.....	do	25 00
Francis Arnold.....	do North Branch.....	do	do	25 00
Angus McDonald.....	Washabuck River.....	do	do	30 00
Kenneth Campbell.....	Indian Brook.....	Middle River.....	do	30 00
Rodrick Beaton.....	Hume's River.....	McNaughton's, W.O ..	do	30 00
William Foyle.....	Peter's Brook.....	Baddeck River.....	do	30 00
John McCharles	Upper Settlement.....	Middle River.....	do	30 00
Donald Bochaman.....	Barachois River.....	Barachois River.....	do	30 00
Malcom McIver.....	Indian Brook.....	Indian Brook.....	do	30 00
Jos. Guinn.....	North River.....	North River.....	do	30 00
Geo. Burton.....	Salmon River, Bay St. Lawrence.....	Bay St. Lawrence.....	do	30 00
Jos. Helen.....	Cape North.....	Cape North.....	do	30 00
<i>Yarmouth County.</i>				
Enos Gardner.....	Yarmouth County.....	Tusket.....	Overseer...	150 00
J. A. Hatfield.....	From Reynard's Falls to Lower Narrows, Tusket River.....	do	Warden....	50 00
William Kavanagh.....	Gurill's Bridge to Coldstream.....	do	do	25 00
William Prosser	Branches of River above Reynard's Falls.....	do	do	25 00
Eustace Nickerson.....	Salmon River.....	Yarmouth.....	do	25 00
Edward Perry.....	Little River.....	do	do	25 00
Jerome Doucet.....	Tusket River.....	Tusket.....	do	00
Vital Muise.....	Tusket Forks.....	Tusket Forks.....	do	25 00
Joseph M. White.....	Eel Lake.....	Eel Lake.....	do	00
Wm. Thurston, sen	Cheggoggin River.....	Cheggoggin River.....	do	25 00
Total				11,640 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF NEW BRUNSWICK.

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
W. H. Venning.....	New Brunswick.....	St. John, N.B.....	Inspector Fisheries	1,400 00
C. R. Venning.....		do	Clerk.....	400 00
<i>Albert County.</i>				
Winthrop Akerly.....	County of Albert	Harvey.....	Overseer...	100 00
Wallace Taylor.....	Petitcodiac River	Coverdale.....	Warden ...	40 00
C. McLatchey.....	Mouth of Petitcodiac River and Dorchester Bay.....	Hillsboro'.....	do ...	40 00
Jacob Beck	Pollet River	Elgin	do ...	30 00
J. E. Kinne.....	Germantown Lake and Shepody River.....	Hopewell Corner.....	do ...	40 00
B. Oliver.....	Rocher Bay.....	Waterside.....	do ...	40 00
<i>Carleton County.</i>				
Hugh Miller	Miramichi River (S.W.) from Head Waters to Forks.....	Glassville	Overseer...	30 00
Hugh Harrison.....	St. John River and tributaries, from Long's Creek to Tobique River.....	Woodstock	do ...	100 00
George Burt.....	St. John River.....	Upper Woodstock.....	Warden...	30 00
J. W. Scott.....	St. John River, from Eel River to Woodstock.....	Canterbury.....	do ...	30 00
William Thompson	The Upper Waters of the South West Miramichi, in the Parish of Aberdeen	East Glassville, Smith's W.O.....	do ...	30 00
<i>Charlotte County.</i>				
B. L. Cunningham	Inner Bay of Passamaquoddy.....	Chamcook, W.O.....	Overseer...	40 00
James Brown.....	Campo Bello and West Isles, with coast and streams in Charlotte Co.	Campo Bello.....	do ...	100 00
Patrick Curran.....	St. Croix River and tributaries	Milltown, St. Stephen..	do ...	120 00
W. B. McLaughlin	Grand Manan Island and spawning grounds.....	Grand Manan	do ..	40 00
Samuel Dick.....	St. George to Beaver Harbour.....	La Tête, W.O.....	Warden ...	30 00
Robert Dixon.....	Seeley's Cove to Lepreaux.....	Lepreaux	do ...	30 00
Leonard Best.....	East District, from La Tête to Lepreaux.....	Beaver Harbour, W.O..	Overseer...	100 00
J. M. Lord.....	Deer Island.....	Deer Island.....	do ...	50 00
James Russell.....	From St. Andrews to mouth of St. Croix River.....	St. Andrews.....	Warden ...	30 00
Andrew Gilmour...	Northern Head, Grand Manan	Grand Manan.....	do ...	30 00
Edward Carroll.....	Whitehead Island.....	do	do ...	30 00
John Thomson.....	West side, Deer Island.....	Deer Island	do ...	30 00
John Catharan.....	The Wolves, Mace's Bay and l'Etang Harbour.....	The Wolves.....	Overseer...	50 00
<i>Gloucester County.</i>				
James Hickson	River Nipissiguit and tributaries, with sea coast and streams from Belle-dune River to Grindstone Point.....	Bathurst.....	Overseer...	250 00
William Bateman..	Nipissiguit River.....	do	Warden ...	50 00
	Carried forward.....			3,490 00

†Includes boat hire.

SCHEDULE of Fishery Officers in the several Provinces, etc.—Continued.

PROVINCE OF NEW BRUNSWICK—Continued.

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 3,490 00
<i>Gloucester County—Continued.</i>				
Juste Hache.....	Oyster Beds in County, Caraquet and Shippegan.....	Caraquet.....	Overseer...	100 00
Justinian Savoy.....	Tracadie.....	Tracadie, W.O.....	Warden ...	30 00
John L. Veno.....	Pokemouche.....	Pokemouche.....	do ...	30 00
Frederic Comeau.....	Petit Rocher, from Belledune to Mill Stream.....	Elm Tree, Madisco.....	do ...	40 00
Miles Dempsey.....	Salmon Beach, from Bass River to Grindstone Point.....	Salmon Beach.....	do ...	30 00
Tim. Coughlan.....	Grindstone Point to Grande Anse.....	Grande Anse.....	do ...	30 00
Adolphe Haché.....	Shippegan.....	Shippegan.....	do ...	30 00
W. Rogers.....	Tete-a-gauche River.....	Tete-a-gauche, Bathurst.....	do ...	25 00
John Calnan, jun.....	That part of River Tete-a-gauche from a mile above the Mill Dam to the source of said River.....	Kinsale.....	do ...	25 00
Alexis Landry, jun.....	Pokemouche River.....	Pokemouche.....	Overseer...	50 00
<i>Kent County.</i>				
Charles Cormier.....	Cocagne River.....	Cocagne.....	Overseer...	100 00
J. McD. Sutherland.....	Richibucto River.....	Richibucto.....	do ...	75 00
F. B. Légaré.....	Little Buctouche River.....	Little Buctouche River.....	Warden ...	30 00
M. A. Girouard.....	Big do do.....	Buctouche.....	do ...	30 00
James Harnet.....	From the mouth of Nicholas River on the Richibucto upwards, including Nicholas River.....	Weldford.....	do ...	30 00
Lazare Guimou.....	From Kouchibouguacis to Chockfish River.....	Kouchibouguacis.....	do ...	75 00
Nicholas Muzzeroll.....	From Kouchibouguacis River to Point Sapin.....	do.....	do ...	50 00
<i>Kings County.</i>				
Samuel Goslin.....	From mouth of Smith's Creek upwards.....	Smith's Creek, W.O.....	Overseer ..	100 00
Samuel F. Ryan.....	Mill Stream.....	Studholm, Apohaqui.....	Warden ...	30 00
N. H. De Veber.....	St. John River and Belle Isle Bay and streams running thereinto.....	Westfield.....	Overseer..	50 00
Samuel Gamblin	Washademoak Lake and its tributaries in Kings and Queens Counties.....	English Settlement, Pearson's W.O.....	Warden ...	30 00
<i>Northumberland County.</i>				
Prudent Robichaux.....	Burnt Church River and tributaries, and Upper Tabusintac.....	Upper Neguac.....	Overseer...	100 00
John Stymast.....	Lower Tabusintac River.....	Stymast Road, Neguac.....	Warden ...	50 00
William Blake.....	Tabusintac River, tributaries and Bay.....	Tabusintac.....	Overseer..	50 00
Amos Perley.....	Miramichi River and Bay, east of Beaubair's Island, in the Parishes of Glenelg and Chatham.....	Chatham.....	do ...	100 00
William Cushman.....	Miramichi River and tributaries from Beaubair's Island to Blackville.....	Upper Nelson.....	do ...	160 00
	Carried forward			4,940 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 4,940 00
	<i>Northumberland County.—Continued.</i>			
N. B. T. Underhill.	From Lower line of Blackville to Blissville.....	Blackville	Overseer ..	160 00
John Hogan	Miramichi River (N.W.) and tributaries from Chatham Ferry upwards..	Newcastle.....	do ...	400 00
Aaron Hovey	Miramichi River (S.W.) and tributaries from Nelson's to Head of Hovey Island.....	Boiestown	Warden ...	30 00
George Bryanton...	From Elm Tree Brook to Squire Underhill's, on the S.W. Miramichi River.	Derby, W.O.....	do ...	30 00
Kenneth Cameron.	Miramichi River (S.W.) from line of Blissfield to the head waters and tributaries.....	Boiestown.....	Overseer...	100 00
Patrick Bergin.....	From Underhill's to Stephen Mitchell's, on S.W.	Dumphey, W.O., Parish of Blackville, S.W. Miramichi	Warden ...	30 00
Thomas Smith	From lower end of Fingley's Island, on N.W. Miramichi, upwards, and the Big Sevogle.....	North Esk, Red Bank, W.O.....	do ...	30 00
J. A. Somers.....	From lower side of Ox Bow, on the Little South West, upwards.....	do do ..	Overseer...	30 00
Patrick Gillis	Little S.W. River and tributaries.....	do do ..	Warden ...	30 00
Denis Hogan.....	Renous River and tributaries.....	Renous Bridge, W.O ..	do ...	20 00
Michael Donovan ..	Renous River.....	Renous Bridge.....	Warden ...	18 00
Thomas McKenzie..	From Dunbar's Point on S.W. Miramichi to lower end of Fingley's Island; on Little South West to lower side of Ox Bow.....	Red Bank, North Esk ..	do ...	30 00
Henry Oldfield.....	Big Sevogle to Square Forks.	do do ..	do ...	30 00
FindlayMcDiarmid	Napan and Black Rivers and tributaries	Nappan, W.O.....	do ...	30 00
John Williston.....	Bay du Vin River and Bay, with Parish of Hardwick, Fox and other Islands and Stations on South side of Main Channel of Miramichi River	Bay du Vin, W.O.....	Overseer...	100 00
James Russell.....	Miramichi Bay and Feeders.....	Lower Newcastle.....	do ...	150 00
Thomas Taylor	South West Miramichi, within Parish of Blissfield.....	Blissfield	Warden ...	50 00
William Wyse	Herring Fisheries, Miramichi Bay, and Bass Fishing in Napan Bay and Black River.....	Chatham.....	Overseer...	200 00
Samuel Freeze.....	From Doaktown to Hovey Islands, in the Parish of Blissfield, on the South West Miramichi River.....	Doaktown, Miramichi..	do ...	100 00
John Holmes.....	From lower side Ox Bow, on Little South West Miramichi, upwards....	Ox Bow, Miramichi	do ..	50 00
Nat. Morehouse.....	Arbo Settlement, Parish of Blackville, South West Miramichi.....	Arbo Settlement	Warden ...	30 00
J. T. Coughlan.....	Coughlan Settlement, Parish of Blackville, South West Miramichi..	Coughlan Settlement ..	do ...	30 00
John Doyle	Tabusintac and Bartibog Rivers.....	Bartibog.....	do ...	30 00
	Carried forward			6,658 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 6,658 00
	<i>Queen's County.</i>			
Isaiah Langan.....	Salmon River.....	Chipman, W.O., Gas- pereaux	Warden...	30 00
John Secord.....	Canaan River.....	Long's Creek, Johnston	do ...	30 00
I. T. Hetherington	From Cole's Island to foot of Washa- demoak Lake.....	Jenkins, W.O. Johnston	do ...	30 00
Robert Phillips.....	Headwaters, Washademoak Lake.....		do ...	25 00
W. H. Clark.....	Narrows do	Cambridge.....	do ...	25 00
John J. Camp.....	Jemseg River and Grand Lake.....	do	do ...	30 00
Robert McMann.....	Newcastle River and Grand Lake.....	Canning	do ...	25 00
C. Estabrook.....	Between Maguapit and Grand Lakes..	Maguapit Lake.....	do ...	30 00
	<i>Restigouche County.</i>			
E. Ferguson.....	Little Dune River to Morris Rock.....	Dalhousie	Overseer...	100 00
A. McPherson, jun	Charlo River.....	Charlo, W O.....	Warden...	25 00
J. McMillan.....	Jacquet River	River Louison, W.O.....	do ...	25 00
Dugald Carmichael	do from mouth to Kettle Hole	do	do ...	25 00
	<i>Sunbury County.</i>			
G. W. Hoben.....	St. John River, Indiantown, to County Line of York.....	Burton, W.O.....	Overseer...	100 00
	<i>St. John County.</i>			
Joseph O'Brien.....	St. John County.....	Carleton, St. John.....	Overseer...	150 00
Wm. Skillen.....	Eastern part of St. John County, from Quaco Head to Goose River.....	St. Martins.....	do ...	100 00
	<i>Victoria County.</i>			
C. McClusky.....	County of Victoria.....	Grand Falls.....	Overseer...	100 00
Chas. Roberts.....	Lower Division, Tobique River.....	Andover.....	Warden...	30 00
Jno. McDougall....	Three Brooks, branch of Tobique River	Rocky Brook, Parish of Lorne	do ...	30 00
G. Bedell.....	Salmon River.....	Andover	do ...	30 00
Donald Fraser.....	Tobique River.....	Arthurette, W.O.....	do ...	30 00
Thos. Edgar.....	Middle Division, Tobique River.....	Three Rivers.....	do ...	30 00
Edward Maloney...	Upper Division do	Tobique River, Parish of Lorne.....	do ...	30 00
	<i>Westmoreland County.</i>			
W. B. Deacon.....	Shediac Harbour and River.....	Shediac.....	Overseer...	100 00
D. T. Cormier.....	Dorchester Bay.....	Gautreau Village.....	do ...	60 00
Hugh Davidson.....	Bay Verte, Port Elgin and Tidnish Rivers	Bay Verte.....	do ...	50 00
	Carried forward			7,898 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*PROVINCE OF NEW BRUNSWICK.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
	Brought forward.....			\$ cts. 7,898 00
	<i>York County.</i>			
J. Campbell.....	Grand Pass on St. John River upwards from Crock's Point to Lower Line of York County, including Nashwaak River.....	Kingsclear, W.O., Fredericton	Warden....	60 00
Wm. Brown.....	St. John River, from Upper Line of York County to Crock's Point, on River St. John.....	Southampton.....	do ...	60 00
A. Moir.....	From Price's Bend to Burnt Hill, S.W. Miramichi.....	Bloomfield.....	do ...	30 00
	Total.....			8,048 00

PROVINCE OF PRINCE EDWARD ISLAND.

	<i>Queen's County.</i>			
Isaac Thompson...	Queen's County.....	Charlottetown.....	Overseer..	150 00
Ewen Clark	Dunk River.....	do	Warden... 30 00	
Michael Ready.....	Winter River.....	do	do ... 30 00	
James Clow.....	do	do	do ... 30 00	
Lionel Garnam.....	do	do	do ... 30 00	
Wm. Whitehead...	South West River.....	do	do ... 30 00	
Thomas Murphy...	Trout River.....	do	do ... 30 00	
Roderick Morrison	Pinette and Flat Rivers.....	do	do ... 30 00	
Alex. McRae.....	West River.....	do	do ... 30 00	
David Rattray.....	Huntley and Wheatley Rivers.....	do	do ... 30 00	
John McMillan	Vernon River.....	do	do ... 30 00	
	<i>Prince County.</i>			
John Clark	Prince County.....	Albion, P.O.....	Overseer..	150 00
Laurence Phee.....	Nail Pond and Skinner's Pond.....	Nail Pond.....	Warden... 30 00	
James T. Reid	Minimigash.....	Minimigash.....	do ... 30 00	
James Ramsay.....	Lot 13, Trout River.....	Lot 13.....	do ... 30 00	
Hugh McIntosh.....	Lot 14, do	Lot 14.....	do ... 30 00	
Peter H. Perry.....	Tignish, Lots 1 and 2.....	Tignish.....	do ... 30 00	
Abraham Wall.....	Dunk River, Lot 25.....	Lot 25.....	do ... 30 00	
Patrick McBride...	do do	do	do ... 30 00	
William Burns.....	do do	do	do ... 30 00	
Nat. McArthur.....	Lot 12, or the Narrows.....	Lot 12.....	do ... 30 00	
	<i>King's County.</i>			
Martin MacInnis...	King's County.....	St. Peter's Bay.....	Overseer..	150 00
John Crane.....	Morell River.....	Morell River.....	Warden ... 30 00	
James MacInnis...	do	do	do ... 30 00	
John MacGuire.....	do	do	do ... 30 00	
	Carried forward.....			1,110 00

SCHEDULE of Fishery Officers in the several Provinces, etc.—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.—*Continued.*

Name.	District.	Address.	Overseer or Warden.	Salary.
				\$ cts.
	Brought forward.....			1,110 00
<i>King's County.—Continued.</i>				
James MacAulay..	Midgell River.....	Midgell River.....	do ..	30 00
Patrick MacInnis..	North Lake	North Lake.....	do ..	30 00
Wm. R. Dingwell..	Bay Fortune River.....	Bay Fortune River.....	do ..	30 00
John Brien.....	Naufrage River.....	Naufrage River ..	do ..	30 00
Thomas Clay.....	Grand River.....	Grand River.....	do ..	30 00
Duncan D. Campbell	Montague River.....	Montague.....	do ..	30 00
Francis Cook.....	Murray Harbour.....	Murray Harbour.....	do ..	30 00
Andrew Whelan...	Souris River.....	Souris River.....	do ..	30 00
	Total			1,350 00

PROVINCE OF BRITISH COLUMBIA.

Alex. C. Anderson	British Columbia.....	Rosebank, Victoria....	Inspector Fisheries..	600 00
-------------------	-----------------------	------------------------	--------------------------	--------

PROVINCE OF MANITOBA.

Donald Gunn.....	Manitoba	Little Britain.....	Overseer...	200 00
------------------	----------------	---------------------	-------------	--------

RECAPITULATION.

Ontario.....	7,750 00
Quebec	5,650 00
Nova Scotia.....	11,640 00
New Brunswick.....	8,048 00
Prince Edward Island.....	1,350 00
British Columbia.....	600 00
Manitoba	200 00
Total.....	35,238 00

A. J. SMITH,
Minister of Marine and Fisheries.

(Certified.)
W. F. WHITCHER,
Commissioner of Fisheries.

APPENDIX No. 30.

STATEMENT of Expenditure on account of Fisheries, for the Fiscal Year ended 30th June, 1877.

To whom paid.	Service.	Amount.	Total.
ONTARIO.		\$ cts.	
J. W. Kerr.....	Twelve months' salary as Fishery Overseer to 30th June, 1877.....	500 00	
Charles Gilchrist.....	do do.....	400 00	
James Patton.....	do do.....	250 00	
E. Boismier.....	do do.....	200 00	
Peter Kiel.....	do do.....	200 00	
David McMaster.....	do do.....	200 00	
Charles Wilkins.....	do do.....	200 00	
George Cochrane.....	do do.....	200 00	
C. L. Bingham.....	do do.....	150 00	
John Mooney.....	do do.....	150 00	
Peter McCann.....	do do.....	125 00	
W. E. Foot.....	do do.....	112 50	
A. C. McKinnon.....	do do.....	100 00	
Joseph Wilson.....	do do.....	100 00	
Henry Griffiths.....	do do.....	100 00	
J. G. Hicks.....	do do.....	100 00	
Wm. Plews.....	do do.....	100 00	
Geo. S. Miller.....	do do.....	100 00	
Geo. B. Abrey.....	do do.....	100 00	
James Sutherland.....	do do.....	100 00	
David Conger.....	do do.....	100 00	
James Muir.....	do do.....	100 00	
Samuel Frazer.....	do do.....	100 00	
Henry Lawe.....	do do.....	100 00	
James Dickson.....	do do.....	100 00	
Daniel Bowen.....	do do.....	100 00	
John McGregor.....	do do.....	75 00	
Wm. Prosser.....	do do.....	60 00	
J. L. Thompson.....	do do.....	50 00	
Hugh Thompson.....	do do.....	50 00	
Day. Hamilton.....	do do.....	50 00	
A. J. Harrington.....	do do.....	50 00	
J. McAllister.....	do do.....	50 00	
J. McMichael.....	do do.....	50 00	
Alex. McKenzie.....	do do.....	50 00	
Alex. McBride.....	do do.....	50 00	
Peter Huff.....	do do.....	50 00	
W. A. Palen.....	do do.....	50 00	
J. G. Wilcox.....	do do.....	50 00	
John Lyon.....	do do.....	50 00	
James Cummins.....	do do.....	50 00	
Wm. McGown.....	do do.....	50 00	
Alex. Proulx.....	do do.....	50 00	
Carried forward.....		4,972 50	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ ' cts.	\$ cts.
	Brought forward	4,972 50	.....
ONTARIO.—Continued.			
Andrew Telfer.....	Twelve months' salary; as Fishery Overseer, to 30th June, 1877.....	50 00	
John Wallace	do do	40 00	
James McFadden.....	do do	30 00	
Henry Hunt	do do	20 00	
F. McRae.....	Eighteen do	225 00	
Hugh Ralston.....	Eight d do	133 33	
W. R. Young.....	Six do do	25 00	
Alfred Knight.....	Four do do	16 66	
Jas. D. McMillan.....	Three do do	12 50	
Jas. S. Webster.....	Salary as Special Fishery Constable	552 00	
Angus Brady	Salary as Special Guardian, Thames River.....	37 50	
Timothy McQueen	do do	37 50	
F. Maxwell.....	do Upper Rouge.....	20 00	
James Black.....	do do	20 00	
J. Moon	do Highland Creek	20 00	
James Story.....	do Lyon's Creek.....	30 00	
W. D. Gordon.....	do Duffin's Creek.	36 00	
John Gordon.....	do do	50 00	
James Patton.....	Arrears of salary, to 30th June, 1876.....	75 00	
Jno. W. Kerr.....	Twelve months' disbursements as Fishery Overseer, to 30th June, 1877.....	690 25	
A. C. McKinnon	do do	117 00	
F. McRae.....	do do	207 74	
Charles Gilchrist	do do	686 71	
Charles Wilkins	do do	295 00	
John Wallace	do do	21 45	
Jos. Wilson.....	do do	237 57	
Henry Griffiths	do do	45 04	
Jos. L. Thompson.....	do do	15 15	
John Mooney	do do	125 00	
Wm. E. Foot	do do	135 34	
Hugh Ralston.....	do do	208 00	
Jas. Sutherland.....	do do	4 50	
Jno. McAllister	do do	44 50	
James Patton.....	do do	357 54	
A. J. Harrington.....	do do	136 50	
Alex. McKenzie.....	do do	115 43	
David Hamilton	do do	82 45	
Samuel Frazer.....	do do	302 65	
G. S. Miller.....	do do	70 50	
James McFadden.....	do do	19 75	
John Lyon.....	do do	21 75	
D. Conger.....	do do	67 50	
Peter Kiel.....	do do	82 50	
Hugh Thompson.....	do do	140 42	
George Cochrane.....	do do	89 25	
Andrew Telfer	do do	63 95	
Henry Lawe.....	do do	17 50	
William Plews.....	do do	17 00	
C. L. Bingham.....	do do	134 50	
J. G. Hicks.....	do do	18 50	
Peter Huff	do do	6 00	
James Dickson.....	do do	44 50	
	Carried forward.....	11,024 43	.....

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	11,024 43	
	ONTARIO.—Continued.		
J. McGregor.....	Twelve months' disbursements as Fishery Overseer, to 30th June, 1877.....		
Peter McCann	do do	30 00	
J. C. Darke	do do	58 15	
D. Bowen	do do	55 13	
James Muir	do do	5 50	
E. Boismier.....	do do	40 35	
A. McBride	do do	50 33	
A. Root	do do	12 90	
John Connor.....	do do	145 65	
	Twelve months' disbursements as Special Fishery Constable.....	138 70	
J. H. Dunlop.....	do do	61 65	
J. S. Webster	do do	137 05	
W. C. Besserer	do do	101 50	
J. Hughes	do do	74 00	
A. Dallaire.....	do do	20 00	
C. Barbeau	do do	87 00	
Wm. Fahey.....	Wages as Special Fishery Guardian, Constant Lake	162 50	
Angus Brady	Disbursement as Special Guardian	22 25	
H. Woodward.....	Disbursements as Special Fishery Guardian, Long Point.....	20 00	
E. J. O'Neil.....	Disbursements enquiry relative to sawdust and mill rubbish, Ottawa River.....	115 75	
J. Purcell.....	do do	22 75	
W. F. Whitcher.....	Disbursements as Commissioner of Fisheries.....	684 53	
A. Diamond	Law costs in suit for violation of Fishery Laws.....	16 20	
C. C. Ray	Refund of express charges on confiscated fish.....	3 30	
W. F. Mundy.....	Refund of express charges on whitefish confiscated by Overseer Kerr in 1877.....	31 30	
J. Hutchinson.....	Boat	47 75	
S. S. Macdonnel.....	Professional services in suits for violation of the Fisheries Law.....	14 00	
Wm. Howe.....	Paint.....	3 09	
			13,185 76
	QUEBEC.		
John Mowat	Twelve months' salary as Fishery Overseer, to 30th June, 1877	300 00	
H. W. Austin	do do	200 00	
R. W. H. Dimock	do do	200 00	
C. Caron	do do	200 00	
H. Martin	do do	200 00	
L. E. Grondin	do do	200 00	
Philip Vibert	do do	200 00	
W. C. Willis.....	do do	150 00	
G. L. Duguay	do do	150 00	
J. O. Belanger	do do	150 00	
Gilbert Boulet	do do	150 00	
Alfred Blais	do do	100 00	
J. J. Letourneau.....	do do	100 00	
L. P. Huot	do do	100 00	
J. Legouve	do do	100 00	
D. B. McGie	do do	100 00	
J. B. Chevalier	do do	100 00	
	Carried forward.....	2,700 00	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	2,700 00	
<i>QUEBEC.—Continued.</i>			
P. Latraverse.....	Twelve months' salary as Fishery Overseer, to 30th June, 1877	100 00	
L. J. Loranger.....	do do	100 00	
W. H. Whitely	do do	75 00	
Job Bilodeau	do do	50 00	
John Phelan	do do	50 00	
Daniel Rosa	do do	50 00	
J. J. Fox	do do	50 00	
P. E. Luke	do do	50 00	
Wm. Clyde	do do	50 00	
Andrew Watt	do do	50 00	
Jos. Boily	do do	50 00	
Geo. Gagnon	do do	30 00	
E. Tremblay.....	do do	30 00	
Jos. Simard	do do	30 00	
Antoine Filion	do do	30 00	
Alexander Beaton.....	do do	30 00	
J. F. Saillant	Eighteen do do	225 00	
P. C. Gobeil	Fourteen do do	175 00	
S. F. Copp	Nine do do	75 00	
G. Mathurin	Six do do	75 00	
Thos. Evans	Four do do	10 00	
D. Dewar	Four do do	10 00	
J. B. Couillard	Three do do	37 50	
Cyrille Dubé	Three do do	7 50	
Jules Gauvreau	One do do	8 33	
Vital Charest.....	One do do	8 33	
Jos. Belanger	Balance of salary to 30th June, 1875	25 00	
P. Gendreau	Suspended salary to 30th June 1876.....	75 00	
Jas. S. Webster	Salary as Special Fishery Constable.....	178 00	
P. Stephens	Balance of wages of self and Assistant Special Fishery Constable, Memphremagog, 1876.....	164 50	
H. G. Patterson.....	Wages as Special Guardian, St. John River.....	256 30	
Magloire Laurendeau.....	do do Magdalen River.....	75 00	
Thomas Gagné.....	do do Anticosti.....	60 00	
Alf. Malouin.....	do do do	60 00	
R. W. Jones.....	do do St. Andrews.....	50 00	
A. H. N. Bruce.....	do do Lake Megantic.....	30 00	
D. O'Neil	do do Salmon River	25 00	
N. Racicot.....	do do do	25 00	
Alex. Wilson.....	do do Chats Lake.....	20 00	
C. Girard.....	do do Great and Little Nairne Rivers.....	4 00	
H. W. Austin	Twelve months' disbursements as Fishery Overseer, to 30th June, 1877.....	100 00	
W. C. Willis.....	do do do	205 53	
D. B. McGie.....	do do do	670 00	
John Mowat.....	do do do	1,072 90	
J. F. Saillant	do do do	714 58	
Alex. Beaton	do do do	33 65	
Daniel Rosa	do do do	179 85	
Clovis Caron.....	do do do	225 09	
Philip Vibert.....	do do do	625 71	
	Carried forward.....	9,131 79	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	9,131 79	.....
QUEBEC.—Continued.			
J. B. Chevalier.....	Twelve months' disbursements as Fishery Overseer, to 30th June, 1877.....	84 00	
Andrew Watt.....	do do	20 00	
Geo. L. Duguay.....	do do	107 00	
Gilbert Boulet.....	do do	97 15	
Joseph Boily.....	do do	29 75	
G. Mathurin.....	do do	115 40	
Jos. Belanger.....	do do	98 05	
J. Legouve.....	do do	88 00	
J. J. Fox.....	do do	37 00	
J. Phelan.....	do do	29 00	
P. C. Gobeil.....	do do	97 50	
L. P. Huot.....	do do	16 82	
P. E. Luke.....	do do	64 94	
J. J. Letourneau.....	do do	85 90	
Job Bilodeau.....	do do	23 45	
L. E. Grondin.....	do do	148 70	
J. B. Couillard.....	do do	25 00	
P. Latraverse.....	do do	25 00	
Geo. Gagnon.....	do do	13 60	
William Clyde.....	do do	9 55	
M. A. Filion.....	do do	21 00	
S. F. Copp.....	do do	100 00	
L. J. Loranger.....	Disbursements to 31st December, 1875.....	57 25	
John Connor.....	do as Special Fishery Constable.....	84 50	
C. Barbeau.....	do do	265 00	
Denis O'Neil.....	do do	48 16	
N. Racicot.....	do do	25 00	
J. S. Webster.....	do do	50 00	
R. W. Jones.....	do do	25 00	
A. Dallaire.....	do do	20 00	
L. Smalien.....	do do	41 00	
P. Morin.....	do do	22 00	
W. F. Whitcher.....	do as Commissioner of Fisheries.....	511 18	
Alexis Simard.....	Wages as Fishery Guardian, Saguenay River.....	171 17	
E. Potvin.....	do do Upper Saguenay.....	119 17	
D. McLaren.....	do do River St. John.....	100 00	
M. Dumesnil.....	do do Laval River.....	50 00	
N. Simard.....	do do do	40 00	
A. Tremblay.....	do do Bergeron	18 00	
Jos. Belanger.....	Assistance as Special Fishery Guardian.....	30 50	
Jos. Paradis.....	do do	15 00	
Thos. Therien.....	Fishery Guardian, Bergeron.....	12 00	
R. Morin.....	Men and boats at L'Anse St. Jean.....	20 00	
M. Dumesnil.....	Wages as Boatman.....	10 00	
Alex. Tremblay.....	do	14 67	
Thos. Terrien.....	Labour.....	60 00	
Nap. Gauthier.....	do	10 00	
Str. Saguenay.....	Towage, &c.....	13 50	
Nicholas Etienne.....	Canoe.....	14 00	
Jos. Boes.....	Repairing canoe.....	4 35	
Jos. Radford.....	Wages of men, &c.....	30 84	
Laurent Lévesque.....	Board of Special Fishery Constable.....	26 13	
Jos. Belanger.....	do do	12 50	
Thos. Therien.....	Boatman.....	4 67	
	Carried forward.....	12,394 19	.....

337

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	12,394 19	
	<i>QUEBEC.—Continued.</i>		
Flavien Tremblay	Repairing skiff.....	8 00	
Jos. Fortier.....	Passage of Special Guardian.....	1 50	
Jos. Dion	Board do	14 00	
Amable Girard.....	Boat for Overseer, Godboat Division.....	30 00	
Job Bilodeau	Cost of suit in prosecution for alleged violation of Fisheries Act.....	28 40	
S. P. Bauset	Disbursements inquiring into bar fishing and disputes, St. Jean Port Joli.....	75 00	
W. A. Comeau.....	Disbursements trying angling facilities of Trinity River.....	25 00	
L. E. Grondin.....	Bailiff's account.....	31 19	
A. Rattée.....	Storage of boats	36 00	
Chas. Duberger.....	Registry of deed of transfer of property at L'Anse à L'Eau	2 98	
S. F. Copp	To pay balance of wages of Fishery Constables at Lake Memphremagog, 1876	161 90	
Esmonde Bros	Camp utensils for Fishery Constables.....	8 00	
N. Lavoie.....	To pay for Militia stores.....	10 00	
Richard Burton.....	Removing obstructions, Little Cascapedia River...	30 00	
John Mowat.....	To pay expenses of suit in seizure of Wm. Phee's drift net.....	78 00	
S. P. Bauset.....	Disbursements of visit to Sorel to investigate pickerel breeding	50 00	
C. King & Co	Tent for Special Fishery Constables.....	7 50	
J. B. St. Laurent.....	Making models of fishways.....	18 00	
			12,909 ⁶⁶
	<i>NOVA SCOTIA.</i>		
	<i>County of Annapolis.</i>		
W. T. Carty	Twelve months' salary, to 30th June, 1877.....	120 00	
Thomas Devers.....	do do	25 00	
Miner Clark.....	do do	25 00	
J. H. Pineo.....	do do	25 00	
Charles Barteaux.....	do do	25 00	
J. Durland.....	Nine do do	18 75	
J. B. Lobson.....	Three do do	6 25	
A. F. Morton.....	do do	6 25	
J. H. Parker.....	do do	6 25	
			257 50
	<i>County of Antigonish.</i>		
A. W. McDonald.....	Twelve months' salary, to 30th June, 1877.....	125 00	
Angus McDonald	do do	27 50	
J. R. Aymer	do do	25 00	
Albert Randall.....	do do	15 00	
Colin Chisholm.....	do do	25 00	
Lochlin Cameron.....	do do	27 50	
John Cumming.....	do do	20 00	
John Dexter.....	do do	30 00	
Donald Chisholm.....	do do	25 00	
Alex. McAdam.....	do do	25 00	
Hugh Cameron.....	do do	25 00	
Duncan Frazer.....	do do	20 00	
			390 ⁰⁰
	Carried forward		647 50 ¹

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	
		\$ cts.	\$ cts.
Brought forward.....			647 50
<i>NOVA SCOTIA.—Continued.</i>			
<i>County of Cape Breton.</i>			
Francis Quinan.....	Twelve months' salary, to 30th June, 1877.....	120 00	
Anthony Spencer.....	do do	25 00	
J. McEachern.....	do do	25 00	
Thomas Moore.....	do do	20 00	
Donald McDonald.....	do do	20 00	
Alex. McLean.....	do do	20 00	
York Barrington.....	do do	120 00	
Alex. McDonald.....	do do	120 00	
Allan McAdam.....	do do	25 00	
Angus Morrison.....	do do	25 00	
Denis Murphy.....	do do	25 00	
D. McDonald.....	do do	25 00	
M. McLellan.....	do do	25 00	
Patrick Keefe.....	do do	25 00	
D. McCormack.....	do do	25 00	
J. McNeil.....	do do	25 00	
Thos Burke.....	Nine do	22 92	
Wm. Burke.....	One do	2 08	
			695 00
<i>County of Colchester.</i>			
Wm. Blair.....	Twelve months' salary, to 30th June, 1877.....	100 00	
G. N. Christie.....	do do	25 00	
Samuel Frame.....	do do	25 00	
R. J. Pollock.....	do do	75 00	
Geo. Fulton.....	do do	25 00	
Jas. Bonyman.....	do do	40 00	
J. W. Davidson.....	do do	100 00	
J. Urquhart.....	do do	50 00	
W. McElhenny.....	do do	25 00	
H. Urquhart.....	do do	25 00	
Geo. Moore.....	do do	25 00	
M. G. Murray.....	do do	25 00	
Wm. Winton.....	do do	25 00	
Geo. Ambrose.....	Ten do	20 83	
Thos. Davidson, 2nd.....	Ten do	20 83	
H. M. Fulton.....	Two do	4 15	
Alf. Knight.....	Two do	4 17	
			614 98
<i>County of Cumberland.</i>			
Isaac J. Hingley.....	Twelve months' salary, to 30th June, 1877.....	100 00	
Oliver Fillmore.....	do do	25 00	
J. W. Moore.....	do do	25 00	
J. Brownell.....	do do	25 00	
Asa Fillmore.....	do do	25 00	
Jas. King.....	do do	100 00	
David Corbett.....	do do	25 00	
Moses Harrison.....	do do	25 00	
F. L. Jenks.....	do do	25 00	
W. C. Rindress.....	do do	30 00	
Elijah Fowler.....	do do	30 00	
J. H. Barnes.....	Eleven do	22 92	
J. Canham.....	One do	2 08	
			460 00
Carried forward.....			2,417 48

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
<i>Brought forward</i>			2,417 48
<i>NOVA SCOTIA.—Continued.</i>			
<i>County of Digby.</i>			
J. H. Morehouse.....	Twelve months' salary, to 30th June, 1877.....	120 00	
A. L. Gavil.....	do do	25 00	
J. M. Devault.....	do do	25 00	
Lochlin McKay.....	do do	25 00	
Robert Journey.....	do do	25 00	
J. P. Thibodeau.....	do do	25 00	
H. E. Payson.....	do do	50 00	
L. A. Melançon.....	do do	75 00	
			370 00
<i>County of Guysborough.</i>			
Jas. A. Tory.....	Twelve months' salary, to 30th June, 1877.....	150 00	
James Cook.....	do do	25 00	
James Cahill.....	do do	20 00	
Charles Kenny.....	do do	15 00	
Donald Gunn.....	do do	30 00	
Wm. Pride.....	do do	30 00	
Edward Jordan.....	do do	30 00	
Wm. McKay.....	do do	15 00	
J. R. Bruce.....	do do	10 00	
Jas. Nickerson.....	do do	15 00	
Allan McQuarrie.....	do do	40 00	
John McDaniel.....	do do	100 00	
Adam Kirk.....	do do	30 00	
Alex. Ross.....	do do	25 00	
Thos. McKean.....	Six do do	15 00	
D. McC. Sinclair.....	One do do	1 66	
			551 66
<i>County of Halifax.</i>			
Wm. Anderson.....	Twelve months' salary, to 30th June, 1877.....	150 00	
James Blakely.....	do do	30 00	
Wm. Hall.....	do do	40 00	
J. Fitzgerald.....	do do	150 00	
Archd. Kidston.....	do do	40 00	
Nathl. Mason.....	do do	40 00	
Donald McClean.....	do do	30 00	
Donald McDonald.....	do do	30 00	
Henry Balcum.....	do do	30 00	
John McCurdy.....	do do	30 00	
Neil McLean.....	do do	40 00	
Jas. Gardner.....	do do	30 00	
John Taylor.....	do do	30 00	
Geo. Parker.....	do do	30 00	
John Frazer.....	do do	30 00	
Geo. Keizer.....	Thirteen do do	32 50	
Patrick Hughes.....	do do	25 00	
James Miller.....	Two do do	5 00	
			792 50
<i>County of Hants.</i>			
P. S. Burnham.....	Twelve months' salary to 30th June, 1877.....	100 00	
J. W. Dinsmore.....	do do	30 00	
James Mosher.....	do do	30 00	
<i>Carried forward</i>		160 00	4,131 64

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	160 0	4,131 64
	<i>NOVA SCOTIA.—Continued.</i>		
	<i>County of Hants.—Continued.</i>		
T. B. O'Brien	Twelve months' salary, to 30th June, 1877.....	100 00	
Joseph Mosher.....	do do	50 00	
J. M. O'Brien	do do	30 00	
			340 00
	<i>County of Inverness.</i>		
M. A. Ross.....	Twelve months' salary to 30th June, 1877.....	100 00	
Hugh Gillis	do do	100 00	
Peter Coady.....	do do	25 00	
Neil McKay	do do	25 00	
John Cameron.....	do do	100 00	
John Meagher	do do	25 00	
Kenneth McKenzie.....	do do	25 00	
Michael McDonald	do do	25 00	
Donald McDonald	do do	25 00	
A. W. McLellan	do do	25 00	
Hugh Cameron	do do	25 00	
James McGarry	do do	25 00	
Malcolm McLeod	do do	25 00	
Mark Crowdis	do do	25 00	
Geo. Ingraham	do do	25 00	
John Carroll	do do	25 00	
Donald McDonald	do do	25 00	
Malcolm McKay	Nine do do	15 00	
			665 00
	<i>County of Kings.</i>		
Adolphus Bishop	Twelve months' salary to 30th June, 1877	125 00	
J. E. Starr	do do	250 00	
W. McIntyre	do do	30 00	
Irad Benjamin	do do	20 00	
John Buchanan	do do	20 00	
			445 00
	<i>County of Lunenburg.</i>		
Geo. Redden	Twelve months' salary to 30th June, 1877	100 00	
Geo. Moland	do do	25 00	
James Corkum	do do	25 00	
Wm. Mosher.....	do do	25 00	
John Hutt	do do	25 00	
James Langille.....	do do	25 00	
H. S. Jost	do do	100 00	
Charles Pernette	do do	25 00	
John Artz	do do	25 00	
James Mossman.....	do do	25 00	
Edw. Morgan	do do	25 00	
John Andrews	do do	25 00	
G. A. Nesbit.....	do do	25 00	
Eli Hebb	do do	25 00	
Ed. Boylan	do do	25 00	
Wm. Croft	do do	25 00	
			550 00
	Carried forward		6,131 64

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts.	\$ cts. 6,131 64
<i>NOVA SCOTIA.—Continued.</i>			
<i>County of Pictou.</i>			
John McDonald.....	Twelve months' salary to 30th June, 1877.....	170 00	
J. McKay.....	do do.....	25 00	
Donald Rankin.....	do do.....	25 00	
Wm. Stewart.....	do do.....	25 00	
D. McLean.....	do do.....	30 00	
David Marshall.....	do do.....	140 00	
John Turner.....	do do.....	25 00	
Wm. Smith.....	do do.....	25 00	
Robt. Archibald.....	do do.....	25 00	
Wm. Evans.....	do do.....	25 00	
A. McKenzie.....	do do.....	25 00	
D. Langille.....	do do.....	25 00	
Geo. McKenzie.....	do do.....	25 00	
J. McDonald.....	do do.....	25 00	
P. Delaney.....	do do.....	25 00	
Wm. Frazer.....	do do.....	25 00	
Donald Frazer.....	do do.....	25 00	
			690 00
<i>County of Queens.</i>			
S. T. N. Sellon].....	Twelve months' salary, to 30th June, 1877.....	150 00	
Stephen Clements.....	do do.....	25 00	
Theo. Ford.....	do do.....	50 00	
Henry Hooker.....	do do.....	30 00	
Jno. Fitzgerald.....	do do.....	30 00	
Barnabas Miles.....	do do.....	20 00	
Stephen Smith.....	do do.....	20 00	
Jonathan Smith.....	do do.....	15 00	
James Farquhar.....	do do.....	30 00	
Soloman Lonas.....	do do.....	30 00	
Wm. Buchanan.....	Six do do.....	10 00	
Geo. Snadden.....	do do.....	5 00	
			415 00
<i>County of Richmond.</i>			
Duncan Cameron.....	Twelve months' salary, to 30th June, 1877.....	125 00	
Edward Ballam.....	do do.....	125 00	
P. W. Grouchy.....	do do.....	30 00	
J. Proctor.....	do do.....	20 00	
Abraham Sampson.....	do do.....	30 00	
J. Sampson.....	do do.....	30 00	
Charles Grant.....	do do.....	20 00	
Alex. Smith.....	do do.....	30 00	
Edward Madden.....	do do.....	30 00	
Geo. Donohoe.....	do do.....	30 00	
Patrick Kyte.....	do do.....	25 00	
Felix Gerroir.....	do do.....	25 00	
Wm. Kehoe.....	do do.....	25 00	
Alex. Urquhart.....	Eleven do do.....	27 50	
J. Murchison.....	One do do.....	2 50	
			575 00
<i>County of Shelburn.</i>			
Samuel Muir.....	Twelve months' salary, to 30th June, 1877.....	125 00	
Wm. McKay.....	do do.....	20 00	
M. Greenwood.....	do do.....	20 00	
Geo. Archer.....	do do.....	15 00	
	Carried forward.....	180 00	7,811 64

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	180 00	7,811 64
NOVA SCOTIA.— <i>Continued.</i>			
County of Shelburn.— <i>Continued.</i>			
Richard McGill.....	Twelve months' salary to 30th June, 1877.....	20 00	
James Turner.....	do do	30 00	
L. Freeman.....	do do	30 00	
P. Crowell.....	do do	20 00	
H. Ackerman.....	Six months' salary to 31st December, 1876	10 00	
			290 00
County of Victoria.			
J. W. Burke.....	Twelve months' salary, to 30th June, 1877.....	120 00	
Donald McRae, jun.....	do do	120 00	
Jno. McLellan.....	do do	25 00	
Jno. McDonald.....	do do	25 00	
Donald McQuarrie.....	do do	25 00	
Donald McMillan.....	do do	25 00	
Donald McAulay.....	do do	25 00	
Hector McKenzie.....	do do	25 00	
Donald McRae.....	do do	25 00	
Francis Arnold.....	do do	25 00	
Angus McDonald.....	do do	30 00	
Kenneth Campbell.....	do do	30 00	
Roderick Beaton.....	do do	30 00	
Wm. Foyle.....	do do	30 00	
Jno. McCharles.....	do do	30 00	
Donald Buchanan.....	do do	30 00	
Malcolm McIvor.....	do do	30 00	
Jos. Guinn.....	do do	30 00	
Geo. Burton.....	do do	30 00	
Jos. Hellen.....	do do	30 00	
			740 00
County of Yarmouth.			
Enos Gardner.....	Twelve months' salary, to 30th June, 1877	125 00	
J. A. Hatfield.....	do do	50 00	
Wm. Kavanagh.....	do do	25 00	
Wm. Prosser.....	do do	25 00	
Eustace Nickerson.....	do do	25 00	
Ed. Perry.....	do do	25 00	
Jerome Doucette.....	do do	30 00	
Vital Muise.....	do do	25 00	
Jos. M. White.....	do do	25 00	
Wm. Thurston.....	do do	25 00	
			380 00
DISBURSEMENTS OF FISHERY OVERSEERS.			
Jno. Fitzgerald.....	Twelve months' disbursements, to 31st Dec., 1876..	70 25	
Wm. Anderson.....	do do	115 25	
Adolphus Bishop.....	do do	42 10	
Francis Quinan.....	do do	53 25	
Alex. McDonald.....	do do	35 65	
	Carried forward.....	316 50	9,221 64

STATEMENT of Expenditure on account of Fisheries, etc.—Continued

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	316 50	9,221 [■] 64
	<i>NOVA SCOTIA.—Continued.</i>		
	<i>Disbursements.—Continued.</i>		
J. W. Burke.....	Twelve months' disbursements, to 31st Dec., 1876..	47 00	
Donald McRae.....	do do	50 95	
J. B. O'Brien.....	do do	49 35	
P. S. Burnham.....	do do	32 50	
M. A. Ross.....	do do	63 50	
Hugh Gillis.....	do do	34 00	
Duncan Cameron.....	do do	32 00	
Edward Ballam.....	do do	59 15	
J. H. Morehouse.....	do do	46 00	
Isaac J. Hingley.....	do do	17 51	
James King.....	do do	39 00	
S. T. N. Sellon.....	do do	109 49	
Jas. A. Tory.....	do do	43 47	
Jno. McDonald.....	do do	37 50	
David Marshall.....	do do	47 19	
Geo. Redden.....	do do	49 45	
H. S. Jost.....	do do	40 00	
Wm. Blair.....	do do	15 30	
J. W. Davidson.....	do do	32 25	
Estate, W. H. Ryer.....	do do	38 19	
J. McDaniel.....	do do	44 10	
Alex. McDonald.....	do do	49 50	
W. T. Carty.....	do do	68 50	
J. Cameron.....	do do	72 43	
Y. Barrington.....	do do	46 50	
Samuel Muir.....	do do	71 20	
Peter Coady.....	do do	38 50	
H. E. Payson.....	do do	3 00	
Enos Gardner.....	do do	106 50	
L. A. Melançon.....	do do	48 50	
			1,749 03
W. H. Wyld.....	Twelve months' salary as Inspector of Fisheries....	1,371 96	
Receiver-General.....	Superannuation tax on Mr. Wyld's salary.....	21 00	
W. H. Rogers.....	Twelve months' salary as Fishery Officer, Nova Scotia	783 96	
Receiver-General.....	Superannuation tax on W. H. Roger's salary.....	12 00	
W. H. Wyld.....	Twelve months' disbursements as Inspector of Fisheries.....	600 00	
W. H. Rogers.....	Twelve months' disbursements as Fishery Officer....	850 00	
A. B. Wilmot.....	Salary for May, as Fishery Officer in charge of Bedford Basin Fish-breeding Establishment.....	66 66	
H. Hesselein & Son.....	Travelling expenses of Mr. Whitcher.....	67 61	
A. F. Church.....	Maps, Co. Annapolis.....	10 00	
Wm. Miller.....	Night watching, River Philip.....	45 00	
Geo. King.....	do do	42 50	
J. J. Wyld.....	Copying Annual Report.....	51 00	
G. A. Kent.....	Zinc trunk.....	10 00	
George Foot.....	Salary as Fishery Warden, from 1st January to 30th April, 1874.....	8 33	
W. T. Carty.....	Expenses suit, T. A. Gavaza, 1873.....	13 50	
A. W. McKinlay.....	Stationery for Inspector of Fisheries.....	47 30	
F. G. Tolson.....	Labour at Bedford.....	65 00	
George Reeves.....	Levelling grounds.....	40 00	
A. B. Wilmot.....	On account of travelling expenses.....	50 00	
			4,156 82
			15,127 49

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
NEW BRUNSWICK.			
<i>County of Albert.</i>			
Winthrop Akerley	Twelve months' salary, to 30th June, 1877	100 00	
Wallace Taylor	do do	40 00	
C. McLatchey	do do	40 00	
Jacob Beck	do do	30 00	
J. C. Kinne	do do	40 00	
B. Olliver	do do	40 00	
			290 00
<i>County of Carleton.</i>			
H. Miller	Twelve months' salary, to 30th June, 1877	30 00	
H. Harrison	do do	100 00	
Geo. Burt	do do	30 00	
J. W. Scott	do do	30 00	
Wm. Thompson	do do	30 00	
			220 00
<i>County of Charlotte.</i>			
B. L. Cunningham	Twelve months' salary, to 30th June, 1877	40 00	
James Brown	do do	100 00	
Pat. Curran	do do	120 00	
W. B. McLaughlin	do do	240 00	
Samuel Dick	do do	30 00	
Robt. Dickson	do do	30 00	
Leonard Best	do do	100 00	
J. M. Lord	do do	50 00	
James Russell	do do	30 00	
Andrew Gilmour	do do	30 00	
Edward Carroll	do do	30 00	
J. Thompson	do do	30 00	
J. Catheran	do do	50 00	
			880 00
<i>County of Gloucester.</i>			
James Hickson	Twelve months' salary, to 30th June, 1877	250 00	
Wm. Bateman	do do	50 00	
Justé Haché	do do	100 00	
J. Savoy	do do	30 00	
J. L. Veno	do do	30 00	
Fred. Comeau	do do	40 00	
Miles Dempsey	do do	30 00	
Tim. Coughlan	do do	30 00	
H. A. Sormany	do do	30 00	
Wm. Rogers	do do	25 00	
Jno. Calnan, jun.	do do	25 00	
Alexis Landry	do do	50 00	
			690 00
	Carried forward		2,080 00

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward		2,080 00
<i>New BRUNSWICK.—Continued.</i>			
<i>County of Kent.</i>			
G. Cormier.....	Twelve months' salary, to 30th June, 1877.....	100 00	
J. McD. Sutherland.....	do do	75 00	
F. B. Légaré.....	do do	30 00	
M. A. Girouard	do do	30 00	
James Harnett.....	do do	30 00	
Lazare Guimon	do do	75 00	
Nicholas Muggerroll.....	do do	50 00	390 00
<i>County of Kings.</i>			
Samuel Gosline.....	Twelve months' salary, to 30th June, 1877.....	100 00	
S. F. Ryan.....	do do	30 00	
N. H. Deveber.....	do do	50 00	
S. Gamblain.....	do do	30 00	210 00
<i>County of Northumberland.</i>			
Prudent Robichaux.....	Twelve months' salary, to 30th June, 1877.....	100 00	
Wm. Blake.....	do do	50 00	
Amos Perley.....	do do	100 00	
Wm. Cushman.....	do do	160 00	
N. B. T. Underhill.....	do do	160 00	
John Hogan.....	do do	400 00	
Aaron Hovey.....	do do	30 00	
Geo. Bryenton.....	do do	30 00	
Kenneth Cameron.....	do do	100 00	
Patrick Bergin.....	do do	30 00	
Thos. Smith.....	do do	30 00	
Patrick Gillis.....	do do	30 00	
Denis Hogan.....	do do	30 00	
Michael Donovan.....	do do	18 00	
Thos. McKenzie.....	do do	30 00	
Henry Oldfield.....	do do	30 00	
John Williston.....	do do	100 00	
James Russell.....	do do	150 00	
Thomas Taylor.....	do do	50 00	
John Stymast.....	do do	50 00	
Wm. Wyse.....	do do	200 00	
Samuel Freeze.....	do do	100 00	
John Holmes.....	do do	50 00	
Nat. Morehouse.....	do do	30 00	
J. T. Coughlan.....	do do	30 00	
David Somers.....	Nine do 31st December, 1876.....	22 50	
Robt. Brimner.....	Six do	15 00	
Jos. Chaplain.....	do do	15 00	
F. McDairmaid.....	do do 30th June, 1877.....	15 00	
J. A. Somers.....	Three do	7 50	
	Carried forward		2,163 00
			4,843 00

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....		4,843 00
<i>NEW BRUNSWICK.—Continued.</i>			
<i>County of Queens.</i>			
Isiah Langan.....	Twelve months' salary, to 30th June, 1877	30 00	
John Secord.....	do do	30 00	
Isaac T. Hetherington.....	do do	30 00	
W. H. Clark	do do	25 00	
J. J. Camp.....	do do	30 00	
R. McMann.....	do do	25 00	
Robt. Philips.....	do do	25 00	
Carey Estabrooks	Three do	7 50	
			202 50
<i>County of Restigouche.</i>			
E. Ferguson.....	Twelve months' salary, to 30th June, 1877.....	100 00	
A. McPherson, jun.....	do do	25 00	
J. McMillan.....	do do	25 00	
D. Carmichael.....	do do	25 00	
Wm. McMillan.....	Six do	50 00	
			225 00
<i>County of Sunbury.</i>			
Reuben Hoben.....	Ten months' salary, to 30th April, 1877	83 33	
G. W. Hoben.....	Two do June, 1877	16 67	
			100 00
<i>County of Victoria.</i>			
C. McCluskey.....	Twelve months' salary, to 30th June, 1877.....	100 00	
Chas. Roberts.....	do do	30 00	
Jno. McDougall.....	do do	30 00	
Geo. Bedell.....	do do	30 00	
Donald Frazer.....	do do	30 00	
Thomas Edgar.....	do do	30 00	
Edwd. Maloney.....	do do	30 00	
			280 00
<i>County of St. John.</i>			
Jos. O'Brien.....	Twelve months' salary, to 30th June, 1877.....	150 00	
Wm. E. Skillen.....	do do	100 00	
			250 00
<i>County of Westmoreland.</i>			
Wm. B. Deacon.....	Twelve months' salary, to 30th June, 1877.....	100 00	
D. T. Cormier.....	do do	60 00	
H. Davidson.....	do do	75 00	
			235 00
<i>County of York.</i>			
J. Campbell.....	Twelve months' salary, to 30th June, 1877.....	60 00	
Wm. Brown.....	do do	60 00	
A. Moir.....	do do	30 00	
			150 00
	Carried forward.....		6,285 50

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward		6,285 59
	NEW BRUNSWICK.—Continued.		
	DISBURSEMENTS OF FISHERY OVERSEERS.		
D. T. Cormier.....	Twelve months' disbursements, to 31st Dec., 1876..	37 75	
W. B. Deacon.....	do do	74 00	
H. Davidson.....	do do	26 50	
W. E. Skillen.....	do do	5 00	
Jos. O'Brien.....	do do	26 00	
Reuben Hoben.....	do do	25 00	
E. Ferguson.....	do do	32 30	
Wm. McMillan.....	do do	15 00	
Wm. Wyse.....	do do	56 16	
Samuel Freeze.....	do do	33 00	
James Russell.....	do do	11 00	
John Williston.....	do do	23 00	
Kenneth Cameron.....	do do	10 00	
John Hogan.....	do do	121 52	
N. B. T. Underhill.....	do do	27 50	
Amos Perley.....	do do	37 00	
Wm. Blake.....	do do	15 00	
Prudent Robichaux.....	do do	30 00	
N. H. Deveber.....	do do	30 00	
Samuel Gosline.....	do do	80 60	
J. McD. Sutherland.....	do do	53 25	
Charles Cormier.....	do do	30 00	
Justinian Savoy.....	do do	15 50	
Juste Haché.....	do do	13 80	
Wm. Bateman.....	do do	26 00	
James Hickson.....	do do	158 00	
Leonard Best.....	do do	17 50	
W. B. McLaughlin.....	do do	50 00	
P. Curran.....	do do	57 50	
James Brown.....	do do	34 30	
B. L. Cunningham.....	do do	67 50	
Winthrop Akerley.....	do do	43 03	
Wallace Taylor.....	do do	5 90	
John Stymast.....	do do	14 25	
Hugh Miller.....	do do	19 50	
Wm. Brown.....	do do	25 94	
Chas. McCluskey.....	do do	31 00	
Wm. Cushman.....	do do	50 40	
Thos. Taylor.....	do do	34 25	
			1,463 95
W. H. Venning.....	Twelve months' salary as Inspector of Fisheries...	1,371 96	
Receiver-General.....	Superannuation tax on W. H. Venning's salary.....	28 46	
C. R. Venning.....	Twelve months' salary as Clerk to Insp'r of Fisheries	332 91	
W. H. Venning.....	Twelve months' disbursements as Inspector of Fisheries.....	600 00	
J. H. Harding.....	Travelling expenses.....	14 60	
H. Chubb & Co.....	Postage stamps.....	40 00	
R. D. McArthur.....	do	30 00	
R. P. & W. F. Starr.....	Coal	21 93	
D. McAlpine.....	Directory.....	2 00	
W. & J. Anslow.....	Advertising.....	7 00	
Lordly Howe & Co.....	Furniture.....	22 65	
J. H. Harding.....	To pay Overseers and Wardens, balance of salaries, to 30th June, 1876.....	947 57	
			3,419 08
			11,168 53

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
PRINCE EDWARD ISLAND.			
<i>County of Kings.</i>			
Martin MacInnis	Fifteen months' salary, to 30th June, 1877.....	187 50	
John Crane.....	do do	37 50	
James MacInnis.....	do do	37 50	
John McGuire.....	do do	37 50	
Jas. McAulay.....	do do	37 50	
Patrick MacInnis.....	do do	37 50	
W. R. Dingwell.....	do do	37 50	
John Brien.....	do do	37 50	
Thomas Clay.....	do do	37 50	
D. D. Campbell.....	do do	37 50	
Frs. Cook.....	do do	37 50	
			562 50
<i>County of Queens.</i>			
Isaac Thompson.....	Twenty-one months salary, to 30th June, 1877.....	262 50	
Ewen Clark.....	Fifteen do to 31st Dec., 1876.....	32 64	
Michael Ready.....	Twenty-one do to 30th June, 1877.....	47 64	
James Clow.....	do do	47 64	
Lionel Garnim.....	do do	47 64	
Wm. Whitehead.....	Fifteen do do	37 50	
Thomas Murphy.....	do do	37 50	
Roderick Morrison.....	do do	37 50	
Alex. McRae.....	do do	37 50	
David Rattray.....	do do	37 50	
Jno. McMillan.....	do do	37 50	
			663 06
<i>County of Prince.</i>			
John Clark.....	Fifteen months' salary, to 30th June, 1877.....	187 50	
Jas. T. Reid.....	do do	37 50	
James Ramsay.....	do do	37 50	
Hugh McIntosh.....	do do	37 50	
A. Wall.....	Ten do do	25 00	
Wm. Burns.....	do do	25 00	
N. McArthur.....	do do	25 00	
Martin Phee.....	do do	25 00	
P. H. Perry.....	Nine do do	22 50	
Laurence Phee.....	Five do do	12 50	
P. McBride.....	Four do do	10 00	
			445 00
DISBURSEMENTS.			
John Clark.....	Disbursements as Fishery Overseer.....	248 00	
James Ramsay.....	To pay law costs.....	42 34	
D. Currie.....	Preparing statistics.....	10 50	
Wm. Mitchell.....	Postage stamps.....	2 00	
Registry Office.....	Copy of grant.....	1 30	
			304 14
			1,974 70

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	
BRITISH COLUMBIA.			
A. C. Anderson	Twelve months' salary as Inspector of Fisheries.....	600 00	
do	Twelve months' travelling disbursements.....	35 00	
			635 00
MANITOBA.			
Donald Gunn.....	Salary as Fishery Overseer, from 1st April to 30th June, 1876.....	250 00	
			250 00
FISH-BREEDING.			
<i>Newcastle Establishment, Ontario.</i>			
Samuel Wilmot.....	Twelve months' salary as Superintendent, Newcastle Fish-breeding Establishment.....	1,959 96	
Receiver-General.....	Superannuation tax on S. Wilmot's salary.....	62 00	
M. P. Ketchum.....	Specimens of fish.....	3 25	
A. Frazer & Co.	do	29 30	
Walter Bright.....	Labour at Fish-breeding Establishment	10 50	
John Otten	do do	31 50	
Allan Otten	do do	14 40	
Alex. Parker.....	do do	48 50	
Wm. Skeldon.	do do	54 37	
Thos. Gousell.....	do do	172 50	
Wm. Dawson.....	do do	25 45	
Richard Spencer	do do	165 94	
Jos. Neevin.....	do and teaming do	189 75	
T. G. O'Neil	Horse hire.....	2 25	
J. A. Wilkinson	Printing notices.....	2 50	
Philips & Thorne.	Lamp chimneys.....	11 45	
Rubber Co.	Rubber hose	28 00	
J. R. Barefeldt.....	Hardware, coal oil, etc.....	79 19	
Hall, Kay & Co.	Galvanized iron	27 00	
A. H. Walbridge	Postage stamps	49 87	
J. F. Coleman.....	Taxidermy.....	81 75	
Jas. Wright.....	Iron vats.....	62 38	
Haney Soper.....	Rent of water privilege, Barber's Creek.....	10 00	
Wm. Sands.....	Nets	5 00	
Wm. Ridge.....	Lumber.....	15 00	
Geo. Montreuil	Fish eyes.....	1 64	
Frank Nicholson.....	Coal.....	150 12	
Jas. Neevin.....	Disbursements as Assistant Caretaker	72 95	
Wm. Parker.....	Salary do do	700 00	
E. C. Lowe.....	do do do	300 00	
G. M. Clark	Rent of water power.....	125 00	
S. Wilmot	Teaming, etc.....	40 50	
Massey & Co.	Carpenter's work	11 20	
Dominion Telegraph Co.	Telegrams	54 62	
Montreal Telegraph Co.	do	3 57	
S. Wilmot.....	Travelling disbursements.....	775 60	
Page & Kidder	Paraffine varnish.....	72 25	
T. G. Rice.....	Wire cloth.....	189 35	
	Carried forward.....	5,638 61	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts	\$ cts.
	Brought forward	5,638 61	.....
FISH-BREEDING.—Continued.			
<i>Newcastle Establishment, Ontario.—Continued.</i>			
Simmons & Jardine.....	Fish trays.....	153 06	
F. Farracomb.....	Duty on varnish.....	5 40	
Kerr & Co.....	Castings.....	12 18	
S. Wilmot.....	Rental of premises, Fish-breeding Establishment	299 50	
Ludlow Trout Co.....	Trout ova.....	125 00	
Alex. Parker.....	Tending trap nets.....	127 50	
Haskins & Son.....	Fish cans.....	34 35	
John Spicer.....	Brushes.....	1 15	
C. E. Lowe.....	Disbursements as Assistant Caretaker.....	56 83	
James Wright.....	Rubber hose.....	86 73	
J. H. Rolfe.....	Painting.....	58 66	
Thos. Douglas.....	Wading boots.....	23 50	
Philips & Thorne.....	Rubber hose.....	22 75	
John Reid.....	Cedar posts.....	45 00	
James Speers.....	do.....	114 00	
Massey & Co.....	Coal stove, etc.....	56 29	
Simmons & Jardine.....	Making tanks and troughs	427 78	
Peter Coleman.....	Fishery Guardian, Darlington Creek	81 50	
Alex. Parker.....	do Baldwin's Creek.....	65 00	
D. J. Hinman.....	do Grafton Creek.....	50 00	
Wm. McMana.....	do do.....	20 00	
Alf. Bright.....	Picking ova.....	5 60	
Spencer & Gousell.....	Work, digging, etc.....	30 00	
Thomas Reno.....	Baskets.....	2 50	
Matthew Wilson.....	Setting nets.....	15 00	
S. Manning.....	Barrels.....	1 60	
Wm. Alexander.....	Belting.....	1 15	
John Wilmot.....	Survey and plan of Fish-breeding Establishment	25 00	
William Hooper.....	Masonry.....	4 62	
S. Wilmot.....	Sundry disbursements.....	60 20	
Furniture Co.....	Furniture.....	7 70	
			7,655 16
<i>Sandwich Establishment, Ontario.</i>			
James Neevin.....	Eighteen months' salary as officer in charge, to 30th June, 1877.....	750 00	
do.....	Disbursements distributing fry.....	173 40	
C. W. Gauthier.....	Building Sandwich Fish-breeding Establishment.....	1,336 60	
Waterous Engine Works.....	Engine and pump.....	650 00	
Geo. Levasseur.....	Engineer.....	19 00	
D. Lemonde.....	do.....	297 00	
Joli & Bros.....	Picking ova.....	31 27	
Martin O'Brien.....	do.....	28 10	
Joseph Dufour.....	do.....	9 65	
H. S. Johnson.....	do.....	21 57	
William Shields.....	do.....	57 45	
F. D. Forest.....	do.....	25 70	
C. H. Hagart.....	do.....	21 38	
G. B. Gauthier.....	Putty and glass.....	2 68	
James Hollingworth.....	Water pipe.....	13 75	
	Carried forward.....	3,437 55	7,658 16

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	3,437 55	7,658 16
FISH-BREEDING.—Continued.			
<i>Sandwich Establishment, Ontario.—Continued.</i>			
M. Imbeck.....	Hose.....	7 57	
Royal Insurance Co.....	Insurance.....	25 00	
A. O'Gorman.....	Wood.....	5 50	
G. Lavoiseur.....	Labourers' wages.....	39 00	
D. Lemonde.....	Repairing pump.....	12 00	
James Neevin.....	Board.....	54 00	
D. Lemonde.....	Wooden trays.....	11 70	
W. S. Carringford.....	Banking up building.....	9 00	
C. E. Sibley.....	do do.....	11 00	
George Wilson.....	Chimney.....	2 00	
F. T. Waterous.....	Water pipes.....	14 92	
C. M. Kendrel.....	Tinware.....	35 42	
Far & McKee.....	Lumber.....	89 89	
Pequenock & Co.....	Oil, etc.....	67 60	
James Neevin.....	Sundry disbursements.....	234 55	
S. Wilmot.....	Coal oil.....	19 50	
do.....	Travelling disbursements.....	95 00	
Thomas C. Sutton.....	Sponges.....	5 20	
S. Hotte.....	Horse hire.....	14 50	
Haskin & Son.....	Fish hatches.....	50 00	
Detroit Metal Co.....	Iron tubing.....	27 89	
Robert Adamson.....	Timber.....	5 00	
William McMahan.....	Spawning fish.....	36 00	
M. O. Brien.....	Painting trays.....	14 75	
			4,374 54
<i>Tadousac Establishment, Quebec.</i>			
P. Plourde.....	Twelve months' wages as Caretaker, to 30th June, 1877.....	413 47	
Jerry Miles.....	Twelve months' wages as Assistant Caretaker, to 30th June, 1877.....	111 20	
D. McLaren.....	Wages as Special Guardian.....	77 50	
Narcisse Simard.....	Guardian, Petite Isle.....	76 00	
Joseph Belanger.....	Board and wages as Special Fishery Constable.....	97 30	
Richard Morin.....	Tending salmon nets at L'Anse aux Pilotes.....	60 33	
Faustin Boivin.....	Attending Reception House at L'Anse St. Jean.....	160 48	
Joseph Radford.....	Pay-list of men employed at Fish-breeding Establishment, for May, 1876.....	132 30	
do.....	do do June, 1876.....	186 60	
do.....	do do July, 1876.....	100 30	
do.....	do do August, 1876.....	13 80	
do.....	do do June, 1877.....	24 05	
do.....	do do July, 1877.....	41 13	
do.....	Commission on expenditure, Fish-breeding Establishment, from 1st July to 31st Dec., 1876.....	211 38	
Thomas Terrien.....	Wages as Boatman.....	27 50	
Joseph Radford.....	Petty disbursements.....	24 30	
Frs. Boulliane.....	Labour.....	8 93	
George Manning.....	do.....	2 75	
W. Manning.....	do.....	9 80	
	Carried forward.....	1,779 12	12,032 70

STATEMENT of Expenditure on account of Fisheries, etc — *Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	1,779 12	12,032 70
FISH-BREEDING.— <i>Continued.</i>			
<i>Tadousac Establishment, Quebec.—Continued.</i>			
L. Levesque.....	Labour.....	2 00	
Damase Tremblay.....	do.....	5 40	
Jerry Miller.....	do.....	16 18	
H. Plourde.....	do.....	1 93	
L. Tremblay.....	do.....	2 00	
John Poitras.....	do.....	4 80	
Louis Perron.....	do.....	1 50	
Frs. Morin.....	do.....	4 50	
Jos. Morin.....	Whitewashing.....	2 50	
Greg. Boulliane.....	Timber for L'Anse au Pilote fishery.....	4 70	
Alex. Terrien.....	Timber.....	3 40	
Wm. Manning.....	do.....	66 43	
J. Picard.....	Lumber.....	33 80	
L. Leclere.....	do.....	20 56	
Narcisse Morin.....	Shingles.....	6 00	
Steamer "Saguenay".....	Fare, Special Guardians.....	4 00	
E. Roy.....	Board, Special Fishery Constable.....	2 20	
N. Rouleau.....	Board of W. Parker.....	7 50	
Bernard Boulliane.....	Filling ice house.....	2 00	
Isidore Tremblay.....	Nets for L'Anse au Pilote fishery.....	10 33	
Thos. Terrien.....	Trout net.....	1 00	
Flavien Tremblay.....	Flat for L'Anse au Pilote fishery.....	6 00	
Jules Tremblay.....	Blacksmith's work.....	28 49	
Jerome Tremblay.....	Nets for Petite Isle fishery.....	4 20	
D. Tremblay.....	Nets.....	2 60	
S. & E. Pednault.....	Towing raft.....	3 00	
Steamer "Union".....	Transport of young salmon, freight, &c.....	23 75	
Steamer "St. Lawrence".....	Passage of Special Policemen from Tadousac to Quebec and Gulf Port.....	36 95	
S.S. Company.....	Freight.....	6 92	
Luc Mallart.....	Repairing fish house.....	99 70	
Jos. Radford.....	Freight and express charges.....	5 70	
F. Bouchard.....	Hire of sail boat.....	23 33	
F. Bourgeoing.....	Hardware.....	17 65	
Jos. Boivin.....	Hardware, tools, &c.....	118 21	
F. Boivin.....	Cartage and boat hire.....	7 35	
Roger Terrien.....	Making boom.....	15 45	
N. Rouleau.....	Blacksmith's work.....	2 53	
A. Fortier.....	Seining trout.....	3 00	
Jos. Radford.....	Fare and expenses to Quebec and back.....	9 60	
Express Co.....	Freight charges.....	4 55	
W. Miller.....	Stationery.....	1 80	
E. Lacroix.....	Fare to Quebec.....	1 00	
Frs. Bourgeoing.....	Provisions.....	4 89	
O. Bouilliane.....	Glassware.....	9 07	
Price & Co.....	Lumber.....	28 33	
P. Plourde.....	Expenses taking salmon fry to River Onelle, River St. Thomas, Murray Bay, Ste. Anne, St. Marguerite and Petit Saguenay.....	71 62	
Hypolite Tremblay.....	Taking salmon fry to Petit Saguenay.....	2 00	
Xavier Gagnon.....	Taking salmon fry.....	2 00	
	Carried forward.....	2,531 54	12,032 70

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	2,531 54	12,032 70
<i>FISH-BREEDING.—Continued.</i>			
<i>Tadousac Establishment, Quebec.—Continued.</i>			
J. Gravel.....	Taking salmon fry at Ste. Marguerite.....	2 60	
Jos. Hovington.....	Boat hire with salmon fry to Petit Saguenay.....	5 00	
Donald McLaren.....	Expenses with salmon fry to River Ouelle.....	9 75	
Cimon Dufour.....	Taking salmon fry up Ste. Margaret's River.....	1 00	
Isidore Tremblay.....	Repairing canoe.....	1 20	
P. Plourde.....	Cartage of salmon fry.....	2 00	
Jos. Morin.....	Taking nets at L'Anse au Pilote.....	1 50	
Roger, Terrien & Son.....	Repairing, retaining dams.....	9 20	
G. B. Du Tremblay.....	Survey and plan of establishment.....	100 00	
E. Lacroix.....	Wages as Special Fishery Guardian.....	158 60	
J. Paradis.....	do do.....	39 00	
J. D. Marsan.....	Wire-netting.....	57 68	
Aug. Letarte.....	do.....	19 18	
J. Parent & Co.....	Lime.....	7 80	
J. Park & Son.....	Bedsteads.....	10 00	
Z. Lapierre.....	Boat.....	54 00	
C. & W. Wurtele.....	Iron and chain.....	26 35	
S. Bedard.....	Stove and pipes.....	15 40	
J. H. Shea.....	Earthenware.....	2 50	
Wm. Watson.....	Sails.....	30 89	
T. Routier.....	Breeding troughs.....	50 90	
F. X. Belanger.....	Stuffing specimens of fish.....	43 75	
O. Plamondon.....	Duty on varnish.....	5 39	
P. Stephens.....	Disbursements as Special Fishery Constable.....	15 00	
W. C. Holt.....	Freight.....	7 95	
			3,198 18
<i>Gaspé Basin Establishment, Quebec.</i>			
P. Vibert.....	Twelve months' salary as Fishery Officer in charge	300 00	
do.....	Disbursements in connection with Fish-breeding Establishment.....	158 11	
Henry Davis.....	Wages as Assistant Care taker.....	299 40	
John Davis.....	Setting and tending salmon nets.....	165 40	
W. C. Davis.....	do do.....	92 50	
P. Vibert.....	do do.....	11 15	
Wm. Stanley.....	do do.....	5 85	
Alf. Stanley.....	do do.....	41 20	
Felix Coffin.....	do do.....	36 00	
John Basque.....	do do.....	42 00	
Jas. B. Coffin.....	do do.....	36 00	
R. S. Coffin.....	do do.....	18 00	
Ab. Coffin.....	do do.....	29 50	
Alf. Davis.....	do do.....	5 00	
J. S. Davis.....	do do.....	36 90	
Locke Patterson.....	Making salmon nets.....	25 87	
Widow B. Coffin.....	do do.....	14 00	
J. Leboutillier.....	Hardware, cordage, etc.....	36 03	
J. & E. Collas.....	do do.....	9 70	
H. G. Patterson.....	Fishing scow.....	25 00	
John Davis.....	Distributing salmon fry.....	6 10	
			15 230 88
	Carried forward.....	1,393 71	

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	1,393 71	15,230 88
<i>FISH-BREEDING.—Continued.</i>			
<i>Gaspé Basin Establishment, Quebec.—Continued.</i>			
G. & C. Hassock.....	Provisions.....	11 51	
John McCallum.....	Guarding Malbaie River.....	80 25	
Jos. E. Patterson.....	Distributing salmon fry.....	11 46	
W. C. Coffin.....	Cor. wood.....	5 50	
Anne Kane.....	Stove-pipes.....	5 50	
J. & E. Collas.....	Oil-cloth suit, ropes, etc.....	7 68	
Jos. Eden & Son.....	Freight.....	0 60	
A. J. Carter.....	Cane broom.....	1 15	
Jos. Eden & Son.....	Tin pail.....	1 30	
			1,518 66
<i>Restigouche Establishment, Quebec.</i>			
John Mowat.....	Fifteen months' salary as Officer in charge.....	337 50	
do.....	Disbursements in connection with distribution of salmon fry.....	94 85	
John Landry.....	Wages as Care taker.....	120 00	
Jos. Beaulieu.....	do do.....	40 00	
John Moffat.....	Salmon twine.....	58 50	
Wm. Robertson.....	Ropes, nets, etc.....	25 00	
Wm. Lees.....	Distributing cans.....	17 17	
Anthony Kerr.....	Distributing salmon, Nouvelle River.....	10 00	
Wm. Robertson.....	Distributing salmon, Upsalquitch River.....	12 00	
Thos. Mowat.....	do do.....	12 00	
John Ferguson.....	Repairing dams, sluiceways, etc.....	40 00	
Wm. Robertson.....	Building fence, etc.....	50 00	
do.....	Tending salmon nets.....	30 00	
Robt. Nelson.....	Procuring parent salmon.....	30 00	
James Moores.....	do do.....	33 00	
James Miles.....	do do.....	14 00	
Alex. Mowat.....	do do.....	30 00	
			954 02
<i>Bedford Basin Establishment, Nova Scotia.</i>			
A. B. Wilmot.....	Ten months, salary as officer in charge.....	666 60	
do.....	Travelling disbursements, to 30th June, 1877.....	451 20	
F. G. Tolson.....	Labour at Bedford Establishment.....	330 50	
R. D. Fultz.....	do do.....	38 25	
Alf. Tolson.....	do do.....	39 00	
J. Kent.....	do do.....	9 00	
Geo. Reeves.....	Labour at dam and fence.....	53 75	
T. Wade.....	Labour on dam and wall.....	12 50	
T. Patton.....	Fishing for salmon.....	73 75	
J. H. Stoakton.....	do.....	7 50	
T. Hefler.....	do.....	7 75	
W. Matheson.....	do.....	50 00	
Wm. Roache.....	do.....	14 00	
Jas. Starrett.....	do.....	8 75	
Danl. Frazer.....	do.....	13 83	
Robert Archibald.....	do.....	11 00	
			1,787 38
	Carried forward.....	1,787 38	17,703 56

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	1,787 38	17,703 56
FISH-BREEDING.—Continued.			
<i>Bedford Basin Establishment, Nova Scotia.—</i>			
Continued.			
Wm. McCabe	do	43 75	
Wm. Beck	do	44 75	
E. G. Archibald	do	22 00	
Geo. Crockett	do	23 00	
G. J. Durland	do	34 50	
E. D. Whiteman	do	39 00	
Wm. Tolson	do	9 00	
W. Patton	Guarding salmon.....	65 00	
J. McCabe	do	22 00	
Wm. R. Evans	do	28 00	
R. B. Fillmore	Making nets	24 17	
Jas Lawlor	Building coal shed.....	276 16	
J. G. Corbin	Timber posts	11 30	
J. H. Annes	Lumber	2 50	
W. R. Evans	do	7 00	
D. Fullerton	do	7 50	
Moir & Co.	do	46 00	
W. Roche, jun	Coal	72 89	
C. Neal	do	5 17	
Thompson & Stewart.....	do	5 85	
R. Anderson	Freight on coal.....	12 00	
A. B. Wilmot	To pay for wove wire	4 25	
Smith & Co.	Cans for carrying fish.....	23 50	
J. Vanbuskirk	Carting coal.....	5 00	
J. Mitchell	Carting clay and gravel.....	17 35	
A. B. Wilmot	Paid putting up spawning house at River Philip....	165 52	
J. W. Currie	Oil, chimnies, &c.....	20 48	
Valentine Wood	Canoe	7 00	
W. Moore	Horse hire	46 55	
D. M. Geldert	do	24 50	
James Scott	Supplies	8 00	
T. D. Corbett.....	do	11 00	
T. Walsh & Co.	Paints	15 32	
Geo. Henderson.....	Mason work	14 39	
W. Gavil	Wading boots and oil cloth	10 50	
H. H. Fuller & Co.....	Dynamite, rope, &c.....	27 51	
W. Dunscomb	Stove pipe, &c.....	5 31	
Jas. Cills	Digging ditch.....	3 44	
Wm. Wood	Stove, &c.....	7 25	
Thompson & Wood	Rent of land at Oxford Reception House	20 00	
J. J. Hingley	Hardware, &c.....	18 05	
D. Murray & Co.....	Window blinds	2 04	
Williams & Leverman.....	Matrass	3 00	
Baxton Bros.....	Chairs	4 50	
Smith & Co.....	Stove and waste pipe.....	19 42	
H. H. Fuller & Co.....	Salmon twine.....	10 09	
T. A. S. DeWolf & Son.....	Cement.....	12 03	
J. Melvin	Coal barrels and coopering.....	5 85	
Williams & Leverman.....	Boxes.....	17 00	
W. H. Smith	Distribution barrels	14 00	
	Carried forward	3,181 77	17,703 56

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	3,131 77	17,703 56
	FISH-BREEDING.—Continued.		
	<i>Belford Basin Establishment, Nova Scotia.—</i>		
	Continued.		
J. E. Wilson.....	Stove lining, grate, &c.....	7 50	
B. O'Neil & Co.....	Hatching trays.....	340 00	
J. Vanbuskirk.....	Wheelbarrow.....	4 00	
G. Lovett.....	Boat hire, conveying salmon.....	5 00	
			2,488 27
	<i>Miramichi Establishment, New Brunswick.</i>		
Isaac Sheasgreen.....	Salary as officer in charge.....	366 63	
do.....	Horse hire.....	21 17	
do.....	Varnish.....	1 82	
do.....	Freight.....	6 00	
W. H. Venning.....	Travelling expenses in connection with Fish-breed- ing Establishment.....	125 00	
E. Tozer.....	Contract of building drains, etc.....	200 00	
A. B. Wilmot.....	Telegrams.....	11 51	
R. R. Call.....	Freight.....	52 04	
D. & J. Ritchie.....	Lumber.....	32 62	
E. Sinclair.....	do.....	6 00	
J. Phinney.....	Tin kettles, stove pipes, etc.....	7 67	
Chas. Sulus.....	Spawning boxes.....	40 00	
J. W. Lee.....	Fish cans.....	16 00	
W. H. Venning.....	Dip net.....	6 00	
A. Quick.....	Twine.....	23 05	
W. & G. Watt.....	Salmon twine.....	2 70	
John Hogan.....	Horse hire.....	70 00	
do.....	Freight.....	7 01	
James Fisk & Sons.....	Paint and brushes.....	8 83	
T. McAvity & Son.....	Wire cloth.....	6 60	
J. C. Stone.....	Express charges.....	4 20	
Thos. Mullin.....	Labour.....	80 80	
Peter Hogan.....	do.....	53 20	
F. P. Sheasgreen.....	do.....	25 15	
Thos. McKenzie.....	do.....	64 00	
F. P. Sheasgreen.....	Carting coal.....	21 40	
R. R. Call.....	Coal.....	30 00	
S. Wilmot.....	Disbursements of special enquiry, Miramichi Estab- lishment.....	100 00	
			1,388 80
	GENERAL DISBURSEMENTS.		
W. F. Whitther.....	Disbursements as Commissioners of Fisheries.....	386 76	
H. Grist.....	Patenting fish hatching apparatus.....	100 00	
Charles Stewart.....	Building retaining dam, Charleston Lake.....	14 00	
J. Girard.....	Repairs to fishway, River & Mars.....	264 38	
F. Boivin.....	Building boom at L'Anse St. Jean reception house.....	39 70	
Geo. Redden.....	Removing obstructions from Middle River, County Lunenburg, N.S.....	76 00	
R. M. King.....	Building fishway, River Gaspereau, N.S.....	119 13	
	Carried forward.....	999 97	22,580 63

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
	Brought forward.....	\$ cts. 999 97	22,580 63
	GENERAL DISBURSEMENTS.— <i>Continued.</i>		
	Building fishways, Lahave River.....	86 13	
	Horse hire.....	34 00	
W. R. Calder.....	Board of Special Guardians, Salmon River.....	24 00	
W. T. Atherton.....	Wages and disbursements as Special Fishery Guardian.....	100 00	
L. R. Poulin.....	Wages and disbursements as Special Fishery Guardian.....	25 00	
G. Barbeau.....	Wages and disbursements as Special Fishery Guardian.....	20 00	
W. Eesserer.....	Wages and disbursements as Special Fishery Guardian.....	60 00	
J. Connor.....	Wages and disbursements as Special Fishery Guardian.....	100 00	
J. S. Webster.....	Report and views of Newcastle Establishment.....	8 00	
G. W. Burland.....	Wading boots.....		1,457 10
Esmonde Bros.....			
	Total.....		24,037 73
	FISHERIES PROTECTION STEAMER "LADY HEAD."		
Napoleon Lavoie.....	Twelve months' salary as Commander.....	1,400 00	
do.....	Twelve months' disbursement.....	448 13	
Pay List.....	Wages of crew as per pay list.....	4,430 32	
do.....	Wages of crew for placing vessel in winter quarters as per pay list.....	490 75	
Louis Bourget.....	Provisions.....	1,438 16	
G. Bouchard.....	do.....	566 65	
N. Lavoie.....	do.....	634 20	
W. Ives & Sons.....	do.....	162 36	
Jos. Eden.....	do.....	135 97	
M. Dunn & Son.....	do.....	104 25	
M. Dion & Son.....	do.....	27 50	
F. Plamondon.....	do Fish.....	34 15	
L. Marois.....	do Vegetables.....	188 70	
L. Arcl.....	do Meat.....	243 88	
Jno. Davidson.....	do Bread.....	32 80	
D. Langlois.....	do Milk.....	14 60	
Taché & Co.....	do Preserved meats.....	86 40	
M. Dion.....	do Flour and fish.....	62 00	
W. Barbour.....	Repairs to engine and boiler.....	651 15	
T. Routier.....	do do.....	443 52	
S. Carroll.....	do do.....	131 0	
G. T. Davie.....	Repairs.....	84 37	
Geo. Bisset.....	do.....	21 15	
Pay List.....	do.....	37 34	
J. O'Donohoe.....	Repairs to compass.....	5 75	
M. Mc'allum.....	do.....	1 50	
J. Boivin.....	Iron for repairs.....	20 21	
C. W. Wurtele.....	do.....	130 07	
F. Henshaw.....	Coals.....	822 00	
A. Fraser & Co.....	do.....	350 00	
A. Poston & Co.....	do.....	241 50	
Audet & Robitaille.....	Freight on coal.....	371 00	
A. Fraser & Co.....	do.....	162 75	
Jos. Eden.....	do.....	198 50	
do.....	Wharfage on coal.....	149 50	
	Carried forward.....	14,322 33	

STATEMENT of Expenditure on account of Fisheries, etc.—*Continued.*

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward	14,322 33	.....
	FISHERIES PROTECTION STEAMER "LADY HEAD."— <i>Continued.</i>		
W. Barbour.....	Outfit to engine.....	190 95	
T. Routier.....	Outfit.....	80 48	
Pay List.....	Lifting boiler, &c.....	66 00	
T. Routier.....	do.....	78 60	
Thibeau & Co.....	Cloth.....	336 00	
J. Vandry.....	Linen.....	2 40	
W. Ives & Son.....	Pilotage, provisions, &c.....	110 65	
Chinic & Baudet.....	Powder.....	26 50	
G. Glassford.....	Fire extinguisher.....	80 00	
Belanger and Gariépy.....	Files.....	28 95	
S. J. Shaw & Co.....	Cartridges.....	13 50	
Jos. Eden.....	Lumber, hardware, &c.....	53 73	
Archer & Co.....	Lumber.....	18 45	
H. Dinning.....	do.....	3 15	
J. Boivin.....	Hardware.....	148 74	
F. M. Duchene.....	Uniforms.....	99 35	
N. Lavoie.....	do.....	30 00	
C. Morin.....	do.....	20 00	
J. Derry & S. Lemay.....	do.....	16 00	
M. Watson.....	Sails.....	265 74	
Capt. C. Morin.....	Board and expenses.....	61 50	
G. T. Phillip.....	Emery cloth.....	6 00	
J. Boivin.....	do.....	2 10	
Geo. Bisset.....	Turning.....	1 80	
Jos. Boivin.....	Plate, rivets, &c.....	11 11	
W. E. Brunet.....	Medicines.....	18 65	
F. Casault.....	Duty on leak stoppers.....	8 54	
Whitehead & Turner.....	Tube brushes.....	5 00	
J. M. Wood.....	Leak stoppers.....	52 71	
Geo. Bisset.....	Valves and plates.....	62 32	
J. Marmen.....	Cartage.....	53 25	
P. Rouillard.....	Washing.....	39 00	
J. Boivin.....	Putty, bolts, &c.....	27 40	
do.....	Buckets, paint, &c.....	79 05	
J. M. Tardivel.....	Painting ribbons.....	15 00	
F. O. Vallerand.....	Lamps, chimnies, &c.....	42 30	
E. Holliwell.....	Stationery.....	17 75	
Audet & Robitaille.....	Rope, canvas, pitch, &c.....	131 06	
J. Desgagne.....	Lebour.....	22 40	
A. Turcot.....	Rockets.....	12 00	
T. Casey & Co.....	Stores.....	10 00	
Terrien & Bros.....	Castings.....	8 00	
Estate, Flanigan.....	Moorage.....	9 00	
Quebec & Gulf Ports S.S. Co.....	Freight.....	24 25	
Dawson & Co.....	Stationery.....	4 57	
S. Bedard.....	Stove pipe and kitchen utensils.....	62 05	
J. Cunningham.....	Life buoy, blacksmith's work.....	35 00	
L. Leclerc.....	Jackscrew hire.....	41 40	
F. Fitzhenry.....	Cleaning and painting.....	32 00	
A. Fraser & Co.....	Moorage.....	10 50	
J. Boivin.....	Lock.....	1 30	
	Carried forward.....	16,898 53	.....

STATEMENT of Expenditure on account of Fisheries, etc.—Continued.

To whom paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
	Brought forward.....	16,898 53	.....
	FISHERIES PROTECTION STEAMER "LADY HEAD."— <i>Continued.</i>		
E. Farrell.....	Medical attendance.....	37 00	
Forsythe & Co.....	Oil.....	62 50	
John Stairs.....	Oil.....	32 55	
H. H. Fuller.....	Nails.....	1 15	
G. Davidson & Co.....	Chimnies and burners.....	4 65	
R. & J. Vinecœ.....	Glass.....	4 00	
McIntosh & McLunes.....	Lumber.....	6 53	
P. Grant & Co.....	Towels.....	4 20	
J. A. Stuart.....	Repairs to lamps.....	5 10	
R. H. Cogswell.....	Rating chronometer.....	3 00	
			17,059 21

RECAPITULATION.

Fisheries, Ontario.....	\$13,185 76
do Quebec.....	12,909 66
do Nova Scotia.....	15,127 49
do New Brunswick.....	11,168 53
do Prince Edward Island.....	1,974 70
do British Columbia.....	635 00
do Manitoba.....	250 00
Fish-Breeding.....	24,037 73
Fisheries Protection Steamer.....	17,059 21
Total Expenditure.....	\$96,348 08

W.M. SMITH,

Deputy Minister of Marine, etc.

JOHN TILTON,

Accountant

APPENDIX No. 33.

REPORT ON THE KINGSTON GENERAL HOSPITAL FOR THE FISCAL YEAR ENDED 30TH SEPTEMBER, 1877.

KINGSTON, 3rd January, 1878.

DEAR SIR,—Your letter of the 12th December, 1877, requesting a statement of the affairs of the Kingston General Hospital, was forwarded by the Kingston Post Office to Petrolia, whither Judge Burrowes (Hon. Sec.,) had gone previous to his departure for Nassau, to spend the winter. The letter has been returned to me, and in accordance with request, I herewith enclose to you a printed financial statement of the affairs of the hospital, for the year ending 30th September, 1877. Trusting the enclosed statement conveys the information you require,

I remain,

Yours respectfully,

J. E. CLARK,
Acting Secretary

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

Statement of the affairs of the Kingston General Hospital, for the year ended 30th September, 1877.

What we spent during the year.

Food—Meat.....	\$877 91
Bread.....	715 81
Milk.....	331 41
Vegetables.....	316 54
Butter.....	365 25
Miscellaneous food.....	233 07
	\$2,839 99
Clothing.....	150 00
Wages.....	1,199 76
Fuel.....	686 32
Medicine.....	231 13
Water.....	125 54
Tea.....	203 81
Sugar.....	275 34
Groceries.....	215 67
Crockery, hardware, &c.....	94 71
Repairs.....	305 71
Expenses (sundry).....	228 29
Mops, brooms, soap, &c.....	97 19
Light.....	76 83
Beer, wines and spirits.....	36 70

Carried forward..... 5,767 99

	<i>Brought forward</i>	5,767 99
	Printing and stationery.....	36 00
	Interments.....	29 94
	Napery and bedding.....	78 23
	Insurance.....	50 00
	Postage.....	2 56
		<hr/>
		6,963 72
What remains after the year's transactions :—		
	Real estate.....	27,369 31
	Furniture.....	3,012 24
	Cash in bank at interest.....	\$1,200 00
	“ in hand.....	340 62
	“ Invested in mortgages, being portion of Watkins bequest.....	2,773 38
	“ Loan and Investment Society, being bal- ance of Watkins bequest.....	1,226 62
	“ Ontario Building and Loan, being proceeds of City Debentures and sale of Lot corner Sydenham and Bay Streets, and interest on same.....	1,431 68
		<hr/>
		6,972 30
	W. R. Allen, mortgage.....	262 00
Supplies on hand :—		
	Fuel.....	\$355 50
	Live stock.....	95 15
	Sugar.....	34 00
	Tea.....	51 00
	Groceries.....	14 90
	Spirits.....	2 70
	Butter.....	26 40
	Flour.....	3 00
		<hr/>
		582 65
		<hr/>
		\$45,162 22
		<hr/>
What we had at the beginning of the year :—		
	Real estate.....	\$27,369 31
	Furniture.....	2,964 74
	Two City of Kingston Debentures—cost.....	986 16
	Cash in Bank, at interest.....	\$2,100 00
	“ “ on deposit.....	126 43
	“ in hand.....	143 46
		<hr/>
		2,369 89
Goods on hand :—		
	Fuel.....	\$247 00
	Live stock.....	142 80
	Sugar.....	20 00
	Tea.....	12 00
	Groceries.....	7 30
	Spirits.....	15 00
		<hr/>
		444 10
		<hr/>
	<i>Carried forward</i>	34,134 20

	<i>Brought forward</i>	34,134 20
What we received :—		
	From Ontario Government.....	\$4,800 00
	“ Paying patients.....	817 25
		<hr/> 5,617 25
Donations :—		
	From B. M. Britton, Esq., Mayor.....	\$ 50 00
	“ Geo. Robertson & Son.....	100 00
	“ Calvin & Breck.....	100 00
	“ City of Kingston.....	200 00
	“ 1st Congregational Church collec- tions.	16 63
	“ Estate of Richard Holton.....	37 58
	“ Davidson & Doran.....	4 00
	“ Hospital Collection Boxes.....	15 23
		<hr/> 523 44
	Watkins bequest.....	4,000 00
	Sale of Lot on corner Bay and Sydenham Streets.....	401 46
	Interest.....	105 44
	Hospital practice fees.....	24 00
	Live stock profits.....	168 27
	Garden profits.....	125 28
	Bank of British North America (over drawn account).....	62 88
		<hr/> <hr/> Total.....\$45,162 22

P.S.—The grant of \$500.00 from Dominion Government for the year 1877, was not received until after the 30th September, and therefore does not appear in the above Statement.

J. E. CLARK,
Acting Secretary.

KINGSTON, 1st October, 1877.

APPENDIX No. 34.

REPORT ON THE MARINE HOSPITAL CHARLOTTETOWN, PRINCE
EDWARD ISLAND, FOR THE FISCAL YEAR ENDED
30TH JUNE, 1877.

CHARLOTTETOWN, 26th December, 1877.

SIR,—I have the honour to forward my report as Medical Superintendent of the Marine Hospital for the fiscal year.

There were admitted into the hospital during the season, fifty seamen, at an average of about six; all were discharged cured, except one, who, being admitted moribund, died six hours after admittance.

The building being only a rented cottage is quite inadequate for the purpose, and I may be allowed to express a hope that the Department may see the way clear to erect, at an early day, a suitable building for our purposes.

In conclusion, I take the opportunity of expressing my great pleasure at seeing, for the first time, our respected Deputy Minister while here on his tour of inspection.

I have the honour to be,

Your obedient servant,

FRANCIS P. TAYLOR.

Medical Superintendent.

To the Minister of Marine, etc.,
Ottawa.

APPENDIX No. 35.

STATEMENT shewing the names of the Members on the Establishment Staff of the Department of Marine and Fisheries, the Rank held by each, and the Salary they severally received, during the Fiscal Year ended 30th June, 1877.

Name.	Rank.	Salary.	\$ cts.	\$ cts.
The Hon. Albert J. Smith	Minister	Twelve months' salary		7,000 00
William Smith	Deputy Minister	do		3,200 00
W. F. Whitcher	Commissioner of Fisheries	do		2,200 00
John Hardie	Chief Clerk	do		2,000 00
Joseph Tomlinson	General Superintendent of Lights	do		2,000 00
John Tilton	1st Class Clerk and Accountant	do		1,750 00
S. P. Banset	1st Class Clerk	do	1,550 00	
do	do	Arrears of salary	100 00	1,650 00
W. L. Magee	do	Twelve months' salary	1,550 00	
do	do	Arrears of salary	100 00	1,650 00
W. S. Pettegrew	Senior 2nd Class Clerk	Twelve months' salary		1,250 00
F. F. Gourdeau	do do	do		1,212 50
M. Graburn	do do	do		1,100 00
W. P. Anderson	Junior 2nd Class and Assistant Engineer	do		1,000 00
W. H. Alexander	Junior 2nd Class Clerk	do		875 00
R. N. Venning	do do	do		850 00
G. Trudeau	do do	do		800 00
John Makinson	do do	do		750 00
Arthur Chisholm	3rd Class Clerk	do	600 00	
do	Private Secretary	do	200 00	800 00
J. B. Halkett	3rd Class Clerk	do		625 00
W. B. Carleton	do	do		600 00
F. E. A. Gautier	do	Salary to 14th Dec., 1876		251 62
Jules Morin	Messenger	Twelve months' salary		500 00
James Robertson	do	do		240 00
Total				32,304 12

WM. SMITH,
Deputy Minister of Marine, etc.

JOHN TILTON,
Accountant.

APPENDIX No. 36.

SUPPLEMENTARY REPORT OF THE AGENT OF THE DEPARTMENT OF
MARINE AND FISHERIES IN PRINCE EDWARD ISLAND.

SIR,—I have the honour to transmit a short Report showing the movements of the Government steamer "Northern Light," commanded by Captain A. Finlayson, stationed at Georgetown, and designed to keep up communication, if possible, with the mainland and Prince Edward Island during the winter season. The steamship "Northern Light" arrived at Charlottetown on the 7th December, 1876, not at all in a state fit to encounter the heavy ice which forms in the Strait of Northumberland. On the 13th, said steamer left Charlottetown, having on board mails and passengers for the mainland. At the entrance of Pictou harbour the steering gear gave way; a tug was sent to her assistance, which enabled her to reach the wharf. On the 14th arrived at Charlottetown to undergo repairs; while repairing the weather became intensely cold, accompanied with high winds, which accumulated drift ice to an immense thickness, and caused much labour and expense to cut through. On the 25th the "Northern Light" left Charlottetown and arrived at Georgetown on the 4th January, 1877; had to undergo some repairs before attempting to cross the Straits, which was of frequent occurrence during the winter service. I herewith annex a statement of trips and dates when made by steamer "Northern Light" during the winter service of 1877, and the cost of running, including repairs, from her commencement to the 20th April, when she ceased, accounts of which were forwarded in detail monthly to the Department at Ottawa, amounting to \$13,313.43.

I also forward the Receiver-General's receipts of money deposited to credit of steamer, amounting to \$2,357.06, accounts of which were forwarded to the Department in detail by the Purser at the end of each month, stating the number of mail bags, passengers, freight, &c., carried each trip, and the separate amounts received on account.

I have, &c.,

WILLIAM MITCHELL.

HON. A. J. SMITH,
Minister of Marine & Fisheries.

True copy of Trips and Dates from Captain's Log Book.

- January 9th, 1877.—Left Georgetown at 7 a.m.; arrived at Pictou Light at 2 p.m.; left Pictou at 4 p.m.
 January 10th.—Arrived at Georgetown at 10 a.m.
 January 11th.—Left Georgetown at 7 a.m.; arrived at Pictou Light at 1 p.m.; left Pictou at 4 a.m.
 January 12th.—Arrived at Georgetown at 5 a.m.; three days repairing.
 January 17th.—Left Georgetown at 8 a.m.
 January 18th.—Arrived at Pictou Light at 11 a.m.
 January 19th.—Left Pictou at 5 a.m.; arrived at Georgetown at 4 p.m.; three days repairing.
 January 24th.—Left Georgetown at 2 p.m.
 January 25th.—Arrived at Pictou Light at noon.
 January 26th.—Left Pictou Light at 6 a.m.
 January 29th.—Arrived at Georgetown at 3 p.m.

- February 1st.—Left Georgetown at 7 a.m.
 February 3rd.—Arrived three miles outside Pictou Light at 3 p.m.
 February 4th.—Left Pictou at 8 a.m.; arrived at Georgetown at 4.30 p.m.
 February 6th.—Left Georgetown at 7 a.m.; arrived three miles outside Pictou Light at 4 p.m.
 February 7th.—Left Pictou at 7 a.m.; arrived at Georgetown at 11.10 a.m.
 February 8th.—Left Georgetown at 7 a.m.; arrived at board ice at noon; left Pictou at 4 p.m.; arrived at Georgetown at 8.15 a.m.
 February 9th.—Left Georgetown at 10 a.m.; arrived at board ice at 3.30 p.m.
 February 10th.—Left Pictou at 8.30 a.m.; arrived at Georgetown at 2 p.m.
 February 12th.—Left Georgetown at 9 a.m.
 February 13th.—Arrived at board ice at 5.30 p.m.
 February 15th.—Left board ice, three miles outside Pictou Light, at 9 a.m.
 February 16th.—Arrived at Georgetown at 4 p.m.; three days repairing.
 February 21st.—Left Georgetown at 9 a.m.; arrived at board ice at 2.30 p.m.
 February 22nd.—Left Pictou at 9 a.m.; arrived at Georgetown at 1 p.m.
 February 23rd.—Left Georgetown at 9 a.m.; arrived at board ice at 1 p.m.
 February 24th.—Left Pictou at 8.30 a.m.; arrived at Georgetown at 0.30 p.m.
 February 26th.—Left Georgetown at 11 a.m.; arrived four miles outside Pictou Light at 8 p.m.
 February 28th.—Left board ice at 6 a.m.
 March 1st.—Arrived at Georgetown at 4 a.m.
 March 2nd.—Left Georgetown at 10.30 a.m.; arrived four miles outside Pictou Light at 7 p.m.
 March 3rd.—Left board ice Pictou at 11 a.m.
 March 4th.—Arrived at Georgetown board ice at 8 p.m.
 March 5th.—Left Georgetown at 11 a.m.; arrived at board ice Pictou, at 3.30 p.m.
 March 6th.—Left Pictou at 9.30 a.m.; arrived at Georgetown at 11 p.m.
 March 7th.—Left Georgetown at 9.15 a.m.; arrived at board ice at 1.15 p.m.
 March 8th.—Left Pictou at 10.30 a.m.; arrived at Georgetown at 2.30 p.m.; three days' repairing rudder.
 March 14th.—Left Georgetown at 10 a.m.; arrived at Pictou Light at 1.45 p.m.
 March 15th.—Left Pictou at 9.30 a.m.; arrived at Georgetown at 1.30 p.m.
 March 16th.—Left Georgetown at 9.15 a.m.; arrived at Pictou Light at 1.15 p.m.
 March 17th.—Left Pictou Light at 9 a.m.; arrived at Georgetown at 1 p.m.
 March 19th.—Left Georgetown at 9.45 a.m.; arrived at Pictou Light at 1.30 p.m.
 March 20th.—Left Pictou at 8.30 a.m.; arrived at Georgetown at 1.30 p.m.
 March 21st.—Left Georgetown at 9 a.m.; arrived at Pictou Light at 1.45 p.m.
 March 22nd.—Left Pictou Light at 9 a.m.; arrived at Georgetown at 1.30 p.m.
 March 23rd.—Left Georgetown at 9 a.m.; arrived at Pictou Light at 1.30 p.m.
 March 24th.—Left Pictou Light at 11 a.m.; arrived at Georgetown at 3 p.m.
 March 26th.—Left Georgetown at 9 a.m.; arrived at Pictou Wharf at 1.30 p.m.;
 March 26th.—Left Pictou at 2.45 p.m.; arrived at Georgetown at 7.30 p.m.
 March 27th.—Left Georgetown at 8.30 a.m.
 March 29th.—Arrived at Pictou Wharf at 2 p.m.
 March 30th.—Left Pictou Wharf at 8.30 a.m.; arrived at Georgetown at 1.30 p.m.
 March 31st.—Left Georgetown at 8.30 a.m.; arrived at Pictou Wharf at 12.30 p.m.;
 March 31st.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
 April 2nd.—Left Georgetown at 8 a.m.; arrived at Pictou at noon.
 April 2nd.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
 April 3rd.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
 April 3rd.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
 April 4th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 1 p.m.
 April 4th.—Left Pictou at 2.30 p.m.; had to return to Wharf again.
 April 5th.—Left Pictou at 8.30 a.m.; arrived at Georgetown at 1 p.m.
 April 6th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 1 p.m.
 April 6th.—Left Pictou at 3 p.m.; arrived at Georgetown at 7.30 p.m.

April 7th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 7th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 9th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 9th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 10th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 1.30 p.m.
April 11th.—Left Pictou at 8.30 a.m.; arrived at Georgetown at 1 p.m.
April 12th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 1.30 p.m.
April 12th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 7.30 p.m.
April 13th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 13th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 14th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 14th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 16th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 16th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 17th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 17th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 18th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 18th.—Left Pictou at 12.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 19th.—Left Georgetown at 8.30 a.m.; arrived at Pictou at 12.30 p.m.
April 19th.—Left Pictou at 2.30 p.m.; arrived at Georgetown at 6.30 p.m.
April 20th.—Left Georgetown at 9 a.m.; arrived at Pictou at 1.30 p.m.

WILLIAM MITCHELL.

APPENDIX No. 37.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, during the Year 1877.

RECEIPTS.		\$	cts.	\$	cts.
To Balance of 1876.....		7,714	82		
Percentage on contributions of Pilots		10,129	50		
Interest on investments		3,283	94		
Capital (sundries received)		363	26		
Interest—Savings Bank		290	10		
				21,781	62
EXPENDITURES.		\$	cts.	\$	cts.
To Pensions		13,457	85		
Relief		177	85		
Salaries		500	00		
General expenses		1	85		
Deposits at the Savings Bank		7,367	60		
Balance on hand		276	47		
				21,781	62
PILOTS RELIEVED BY THE FUND.		\$	cts.	\$	cts.
Maximin Caron		18	66		
Clovis Antil		48	00		
Edouard Rousseau		42	66		
Vital Chamberland		24	00		
Jean Audet		24	00		
Jean Frs. Lamarre		20	53		
				177	85
PENSIONERS AT THE EXPENSE OF THE FUND.		\$	cts.	\$	cts.
AMOUNT PAID TO EACH DURING THE YEAR, FROM 1ST NOVEMBER, 1876, TO 1ST NOVEMBER, 1877.					
PILOTS.		\$	cts.	\$	cts.
<i>Twelve Pilots at \$160 each.</i>					
Paul Blouin.....		160	00		
J. Bte. Dion		160	00		
Isaac Forbes (died 13th December, 1876)		19	12		
Charles Chouinard (arrearages)		13	33		
do		160	00		
Joseph Raymond.....		160	00		
Antoine Labrègue		160	00		
Joseph Langlois		160	00		
Frs. J. Pouliot (pension from 10th April, 1877)		83	88		
J. Bte. Bourget do		88	88		
Maximin Caron (died 17th September, 1876)		40	88		
Alexis Delisle (pension from 1st September, 1877)		26	66		
Vital Chamberland (pension from 3rd October, 1877)		12	44		
				1,250	19
Carried forward.....				1,250	19

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—*Continued.*

	\$ cts.	\$ cts.
Brought forward.....		1,250 19
PENSIONERS AT THE EXPENSE OF THE FUND.—Continued.		
PILOTS.—Continued.		
<i>Nine Pilots at \$140 each.</i>		
Féréol Bourget	140 00	
Cyprien Langlois	140 00	
Edouard Demers	140 00	
J. Bte. Paquet (on account).....	105 00	
Pierre Laprise (died 19th April, 1877)	65 68	
Amable St. Laurent	140 00	
Jos. St. Laurent.....	140 00	
J. Bte. Turgeon (on account of his pension from 1st September, 1877).....	23 33	
F. X. Lachance do do do	23 33	
		917 34
<i>Four Pilots at \$120 each.</i>		
Frs. Isaac Lapointe	120 00	
F. X. Lapointe.....	120 00	
Nicholas Paradis.....	120 00	
Thos. Thiberge (died 1st March, 1877)	40 00	
		400 00
<i>Thirty-one Pilots at \$96 each.</i>		
J. Ev. Adam (died 30th October, 1877)	96 00	
Antoine Boucher	96 00	
Alex. Chamberland (arrearages).....	24 00	
do do	96 00	
Pierre Charest	96 00	
Vital Charest.....	96 00	
F. X. Corriveau.....	96 00	
Frs. Côté.....	96 00	
Frs. Curodeau	96 00	
Chs. Dion	96 00	
Guil. Fournier	96 00	
Michel Fournier.....	96 00	
Pierre Gourdeau	96 00	
Joseph Lapointe	96 00	
Jean Lavoie	96 00	
L. Lemieux	96 00	
F. X. Ménard	96 00	
Michel Morin	96 00	
Frs. Nadeau	96 00	
Pierre Paquet.....	96 00	
Frs. Pelletier	96 00	
Jean Pelletier (died 30th September, 1877)	80 00	
Gabriel Plante	96 00	
Paul Pouliot	96 00	
Antoine Roussel	96 00	
Alexis Roy.....	96 00	
J. L. Roy	96 00	
Célestin St. Pierre	96 00	
Ed. Vaillancourt	96 00	
Chs. Vézina	96 00	
Michel Vézina	96 00	
Olivier Vézina	96 00	
		2,984 00
James Forbes (one at \$80)	80 00	
Jos. Denis, dit Lapierre (one at \$40).....	40 00	
		120 00
Carried forward.....		5,671 53

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—*Continued.*

	\$ cts.	\$ cts.
Brought forward.....		5,671 53
WIDOWS OF PILOTS.		
<i>Seventy-two Widows at \$80 each.</i>		
Widow of C. J. Adam.....	80 00	
do J. B. Asselin	80 00	
do L. (A. A.) Asselin	80 00	
do L. (M. L.) Asselin	80 00	
do Frs. Baquet	80 00	
do Grég. Bernier.....	80 00	
do Magl. Bouchard.....	80 00	
do Chs. Brown	80 00	
do Felix Caron	80 00	
do Germain Caron	80 00	
do Ed. Chevalier	80 00	
do Firmin Couillard	80 00	
do David Cinq-Mars	80 00	
do Jos. Desrosiers (on account)	60 00	
do Ths. Dick	80 00	
do Paschal Dick	80 00	
do Jean Dion	80 00	
do Aug. Dorion	80 00	
do Chrys Dumas	80 00	
do Jos. Dumas	80 00	
do Ths. Dunford	80 00	
do Jos. Dussil	80 00	
do Jean Gabriel	80 00	
do Alexis Pelletier.....	80 00	
do Louis Crépault	80 00	
do J. B. Gaulin (re-married 5th June, 1877).....	47 55	
do Jos. Genest.....	80 00	
do Denis Glynn (on account)	60 00	
do Pierre Gourdeau.....	80 00	
do Wm. Irvine.....	80 00	
do C. F. Kœnig.....	80 00	
do Ovid Lachance	80 00	
do F. Langelier.....	80 00	
do Julien Langlois.....	80 00	
do L. (E. D.) Langlois	80 00	
do Pierre Langlois	80 00	
do Frs. Lapointe	80 00	
do J. B. Laroche	80 00	
do A. (L. M.) Lavoie.....	80 00	
do Henri Lavoie	80 00	
do L. M. Lavoie	80 00	
do Firmin Lévesque.....	80 00	
do Jean Marcoux	80 00	
do Joseph Mercier	80 00	
do Antoine Michaud	80 00	
do Henri Noël	80 00	
do Pierre Normand	80 00	
do Bénoni Normand	80 00	
do Alexis Ouellet	80 00	
do Max. Caron (pension from 17th Sept., 1877)	9 55	
do J. B. Patoine	80 00	
do Dav. Pettigrew	80 00	
do Benj. Pineau	80 00	
do Paul Pouliot	80 00	
do J. M. Plante	80 00	
do Amable Genest	80 00	
do F. Rioux	80 00	
do Pierre Curodeau (pension from 3rd June, 1877)	32 66	
do Eusibe Thiverge (pension from 17th January, 1877).....	62 88	
do Frédérick Simpson.....	80 00	
do John Simpson	80 00	
Carried forward.....		5,671 53

STATEMENT of Money received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—*Continued.*

	\$ cts.	\$ cts.
Brought forward.....		5,671 53
<i>WIDOWS. —Continued.</i>		
Widow of Joseph Simpson.....	80 00	
do George St. Amand	80 00	
do R. E. Simard	80 00	
do Pierre Ross.....	80 00	
do Robert Demers (pension from 12th October, 1876).....	4 44	
do do	80 00	
do Isaac Gourdeau.....	80 00	
do Joseph Lévesque.....	80 00	
do J. B. Caron	80 00	
do Amable Fournier (pension from 6th April, 1877)	45 33	
do Pierre Laprise (pension from 19th April, 1877)	42 53	
do Ths. Thiherge (pension from 1st March, 1877)	53 33	
		5,458 27
<i>Thirteen Widows at \$64 each.</i>		
Widow of Guil. Amyot.....	64 00	
do Paul Blouin	64 00	
do Frs. Boissinot	64 00	
do James Campbell (on account)	16 00	
do Célestin Côté.....	64 00	
do Frs. Desnoyers	64 00	
do P. Desrosiers	64 00	
do F. X. Lachance	64 00	
do P. P. Lachance	64 00	
do Frs. Leclerc (arrearages)	16 00	
do do (on account)	48 00	
do Michel Pelletier.....	64 00	
do J. O'Reilly	64 00	
do A. Royer	64 00	
		784 00
<i>Eight Widows at \$48 each.</i>		
Widow of C. W. Chouinard (died 29th January, 1877)	11 73	
do J. Dandurand.....	48 00	
do André Keable	48 00	
do Guil. Morency	48 00	
do Napol. Rioux	48 00	
do Pierre Rouleau	48 00	
do J. B. Servant	48 00	
do H. Verrault.....	48 00	
		347 73
<i>Fifteen Widows at \$40 each.</i>		
Widow of Z. Blanchet.....	40 00	
do Michel Cavenagh	40 00	
do Fabien Caron	40 00	
do Magloire Côté.....	40 00	
do R. Côté (<i>alias</i> Urbain)	40 00	
do Antoine Fortier	40 00	
do L. (A. R.) Langlois (on account)	30 00	
do Pierre Lapierre	40 00	
do Pierre Lapointe	40 00	
do P. Michaud.....	40 00	
do Thos. McNeil	40 00	
do George Plante	40 00	
do A. Raymond.....	40 00	
do George Simard (arrearages)	30 00	
do do (on account).....	20 00	
do Ls. Thivièrge.....	40 00	
		600 00
Carried forward.....		12,861 53

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc.—*Continued.*

	\$ cts.	\$ cts.
Brought forward		12,861 53
CHILDREN OF PILOTS.		
Abraham Chasseur (insane) 1	48 00	
C. Charest David (sick) 1	48 00	
H. Couillard do 1	36 00	
Henri Gauthier do 2 (on account)	17 60	
D. Charest Gervais do 1	32 00	
J. Gourdeau (died 20th July, 1877)	21 70	
W. Petitgrew (sick) 2	50 00	
Ths. Boutin do 1	24 00	
P. Toussaint do 1	24 00	
P. Baquet do 1	20 00	
T. Dupuis do 1	20 00	
N. Fortin do 1	20 00	
J. Johan do 1	20 00	
E. Lavoie do 3	57 60	
P. Garneau 3	48 00	
B. Pineau do (arrearage)	9 00	
do do (on account)	3 00	
Isaac Forbes do 2	35 32	
J. Raymond (arrearages)	2 10	
E. Gourdeau do	20 00	
do (on account)	10 00	
Chs. W. Chouinard 2	30 00	
		596 32
		13,457 85
RECAPITULATION OF PENSIONS.		
12 Pilots at \$160	1,250 19	
9 do 140	917 34	
4 do 120	400 00	
31 do 90	2,984 00	
1 do 80	80 00	
1 do 40	40 00	
72 Widows at \$80	5,458 27	
13 do 64	784 00	
8 do 48	347 73	
15 do 40	600 00	
28 Children at divers amounts	596 32	
		13,457 85
CREDIT.		
<i>Receipts—Detail.</i>		
To Balance of 1876	7,714 82	
Syndics of the Quebec Roads: 1 year's interest to the 1st July, 1877	1,368 00	
The City of Quebec: one year's interest on \$9,000 to the 1st July, 1877...	630 00	
Dominion of Canada: one year's interest on \$19,300	1,158 00	
Successor of P. Boisseau: one year's interest on \$2,000	120 00	
Capt. Marmen: amount of capital	240 00	
do do interest	4 45	
Savings Bank	290 10	
Gilbert Baillargeon: amount of capital	75 26	
do do interest	3 49	
Mrs. Thivierge: amount of capital	48 00	
Retained from Pilotage: amount received from the Corporation of Pilots	9,906 50	
Received from Pilot Captains.....	223 00	
		21,781 62

STATEMENT of Moneys received and disbursed by the Corporation of Pilots
for the Decayed Pilot Fund of Quebec, etc — *Continued.*

DEBIT.		\$ cts.	\$ cts.
<i>Pensions and Relief, &c., paid during the Season of 1877.</i>			
To Relief		177 85	
Arrearages on pensions on 31st December, 1876		103 33	
Amount of the list of pensions for the quarter ending 31st January, 1877		3,341 17	
do do do 30th April, 1877 ...		3,295 24	
do do do 31st July, 1877		3,414 90	
do do do 31st October, 1877		3,303 21	
One year's salary to Treasurer and Assistant		500 00	
Paid Mrs. S. Marcotte, printing of statement		1 85	
Deposits in Savings Bank		7,367 60	
Balance on hand		276 47	
			21,781 62
STATEMENT OF FUND.			
Moneys loaned		53,348 76	
Moneys on hand, viz.: In Savings Bank.....		7,367 60	
do In the Treasurer's hands.....		276 47	
		60,992 83	
To deduct the arrearages of pensions due to-day		238 00	
			60,754 83

F. X. DION,
Treasurer.

E. E.

TRINITY HOUSE,
QUEBEC, 31st December, 1877.

We, the undersigned, certify to having closely examined the books and accounts of the Decayed Pilot Fund of Quebec, and to having found them correct.

(Signed,) P. COUSIN,
Accountant.

THÉOPHILE CORRIVEAU, }
ADELARD SANSTERRE, } *Auditors.*

 APPENDIX No. 38.

 REPORT ON THE DECAYED PILOT FUND OF MONTREAL FOR THE
 CALENDAR YEAR ENDED 31ST DECEMBER, 1877.

HARBOUR COMMISSIONERS OF MONTREAL,

SECRETARY'S OFFICE,

MONTREAL, 24th January, 1878.

SIR,—I have the honour to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, statements of the receipts and disbursements of the "Decayed Pilot Fund," for the year ended the 31st December, 1877, also a statement showing the condition of the Fund at that date.

In February last it was decided to increase the amount of the pensions, and the following scale was adopted, viz. :—

Widows of Pilots of over 20 years' service,	\$90 per annum.
" " 10 and under 20 years service,	75 "
" " less than 10 "	70 "
Old Pilots of over 30 years service	120 "

Other cases will be dealt with as they come up.

There has been a slight falling off in the amount of poundage received, owing to the decrease in the number of vessels coming to the port, but notwithstanding this, and the additional amount disbursed for pensions the Fund continues to increase, showing an advance, as compared with last year, of about \$1,600.

One old Pilot, Joseph Mathieu, died on the 10th January, 1877, and two Pilots, G. Mayrand, aged 69, and Joseph L. Dussereau aged 69, having become incapacitated for further service, were placed on the pension list.

There are at present twenty-three pensioners on the Fund, twenty women and three men.

I have the honour to be, Sir,
 Your most obedient servant,

IL. D. WHITNEY,
Acting Treasurer.

WM. SMITH, Esq.,
 Deputy Minister of Marine, &c.,
 Ottawa.

DR. H. D. WHITNEY, Acting Treasurer, in account with Decayed Pilot Fund. CR.

1877.	\$ cts.	1877.	\$ cts.
January 1...	4,096 86	February 1... By Paid Widow Olivier Abelle, 3 months' pension, to 1st instant	15 00
do 12...		do do Zépherin Boudreau do	15 00
		do do Thomas Dubord do	15 00
do 27...		do do Hubert Lemai do	15 00
February 1...	61 12	do do Jos. Lacoursière do	15 00
		do do August Mathon do	15 00
do 27...	15 09	do do Pierre Pagé do	15 00
February 1...	677 50	do do Isais Beaudry do	15 00
		do do Antoine Belcourt do	15 00
April 5...	48 60	do do Sévère Belleisle do	15 00
May 17...	60 00	do do Narcisse Bouillé do	15 00
do 26...	21 00	do do Louis P. Bouillé do	15 00
do 31...	75 36	do do Moise Riron do	15 00
June 4...	41 50	do do Alex. Trottier do	15 00
do 4...	20 00	do do David Mathieu do	15 00
do 5...	26 60	do do Paid MacDougall & Davidson for three Montreal Harbour 6 per cent. Bonds, Series K., Nos. 117 to 119, at 101, due 5th July, 1906.	3,030 00
do 12...	1 40	do do Paid accrued interest on same, 5th January to 5th February, 31 days.	15 29
do 12...	1 00	do do Paid Widow Joseph Bovez, 3 months' pension, to 1st instant	15 00
do 12...	0 62	do do Felix Hamelin do	15 00
do 13...	8 00	do do Olivier Raymond do	15 00
do 20...	10 00	do do Jos. Mathion do	15 00
do 21...	1 90	do do Olivier Abelle do	22 50
do 21...	1 50	do do Zépherin Boudreau do	22 50
do 25...	1 12	do do Thomas Dubord do	18 75
		do do Hubert Lemai do	22 50
		do do Jos. Lacoursière do	18 75
		do do August Mathon do	22 50
		do do Pierre Pagé do	22 50
		do do Olivier Raymond do	22 50
		do do Joseph Bovez do	22 50
		do do Isais Beaudry do	22 50
		do do Antoine Belcourt do	22 50
		do do Sévère Belleisle do	22 50
		do do Narcisse Bouillé do	22 50
		do do Louis D. Bouillé do	17 50

 DECAYED PILOT FUND, 1877.

STATEMENT OF FUNDS.		\$	cts.
Montreal Harbour Bonds.....		24,000	00
Montreal Waterworks Bonds.....		2,000	00
Dominion Stock.....		1,620	00
Cash deposited in City and District Savings Bank.....	2,648 56		
Cash in Treasurer's hands.....	60 34		
		2,708	90
Total.		30,328	90

(Signed) H. D. WHITNEY,
Acting-Treasurer.

MONTREAL, 31st December, 1877.

I hereby certify that I have examined the statement of receipts and disbursements of the Acting-Treasurer of the "Decayed Pilot Fund," for the year commencing the 1st January and ending the 31st December, 1877; also, the securities mentioned in the above statement, belonging to this Fund, and the cash on hand, all of which I find to be correct.

(Signed) THOS. CRAMP, *Commissioner,*
Chairman Finance Committee.

APPENDIX No. 39.

STATEMENT of Mariners dues Collected for Year ended 30th June, 1877.

	\$	cts.		\$	cts.
<i>Quebec.</i>			<i>Nova Scotia.</i>		
Gaspé	204	48	Amherst	350	40
Magdalen Islands	34	80	Annapolis	109	50
Montreal	2,297	68	Antigonish	53	14
New Carlisle	99	44	Aricbat	109	62
Philipsburg	6	90	Baddeck	87	48
Perce	32	10	Barrington	35	46
Quebec	15,723	92	Bridgetown	4	42
Rimouski	134	24	Cornwallis	81	58
St. Johns	1,215	98	Digby	78	58
Stanstead	6	76	Guysboro'	105	82
Three Rivers	140	56	Halifax	4,644	26
Total	19,896	86	Liverpool	178	86
<i>New Brunswick.</i>			Lockeport	90	40
Bathurst	70	60	Londonderry	32	90
Bay Verte	35	26	Lunenburg	344	60
Campo Bello	66	19	Margaretsville	15	48
Caragette	58	36	North Sydney	1,074	06
Chatham	2,095	94	Parrsboro'	63	28
Dalhousie	293	94	Pictou	638	82
Dorchester	92	80	Port Hawkesbury	85	80
Hillsboro'	152	58	Port Hood	8	38
Moncton	7	18	Port Medway	57	96
New Carlisle	558	48	Shelburne	44	36
Richibucto	503	58	Sydney	1,105	94
Sackville	85	34	Weymouth	49	88
Shediac	531	32	Truro	2	38
Shippegas	2	48	Windsor	739	70
St. Andrews	83	62	Yarmouth	250	37
St. George	139	08	Total	10,443	53
St. John	5,674	62	<i>British Columbia.</i>		
St. Stephens	118	43	Victoria	1,878	09
West Isles	11	85	<i>Prince Edward Island.</i>		
Total	10,581	65	Charlottetown	939	08
			Grand Total	43,739	21

JOHN TILTON,
Accountant

WM. SMITH,
Deputy Minister of Marine, &c.

APPENDIX No. 40.

GENERAL SUMMARY of Expenditure of the Department of Marine and Fisheries for the Fiscal Year ended 30th June, 1877.

Service.	\$	cts.	\$	cts.
Construction of Lights above Montreal	16,276	98		
do below Quebec	12,945	29		
do New Brunswick.....	7,083	82		
do Nova Scotia.....	25,550	00		
do British Columbia.....	29	66		
do Prince Edward Island	17,752	03		
			79,637	78
Maintenance of Lights above Montreal	65,421	33		
do between Quebec and Montreal.....	15,998	15		
do below Quebec	89,980	41		
do New Brunswick.....	50,998	18		
do Nova Scotia, including Sable Island Hu- mane Establishment.....	127,999	70		
do British Columbia.....	15,853	60		
do Prince Edward Island	11,817	01		
			378,068	38
Investigations on Wrecks and Casualties.....			342	65
Dominion Steamers.....			104,922	85
Steamboat Inspection.....			13,073	01
Examination of Masters and Mates.....			4,050	00
Inspection and Classification of Vessels.....			812	14
Rewards for Saving Life; purchase of Life Boats, etc.....			1,958	55
Harbour Police, Quebec and Montreal.....			35,006	37
Meteorological Service of the Dominion.....			36,500	00
Magnetic Observatory, Toronto.....			4,801	74
Quebec Observatory			2,412	36
St. John, N.B., Observatory			857	28
McGill University Observatory, Montreal.....			500	00
Marine and Immigrant Hospital, Quebec			19,965	97
Marine Hospitals, Ontario.....	1,000	00		
Sick and Disabled, Shipwrecked and Distressed Seamen, Quebec ..	6,081	37		
Board of Trade, London	1,765	10		
Marine Hospitals, etc., New Brunswick	10,202	41		
do Nova Scotia.....	18,500	00		
do British Columbia.....	3,092	69		
do Prince Edward Island	1,807	98		
			42,449	55
Cape Race Light Dues and Fog Whistle.....			496	30
Removal of Obstructions in Navigable Rivers			293	00
Construction and outfit of Steamer "Northern Light".....	44,495	53		
Maintenance do do do	17,287	63		
			61,783	16
Halifax Fisheries Commission.....			19,262	02
Fisheries and Fish-breeding.....	79,288	87		
do Protection Steamer.....	17,059	21		
			96,348	08
Departmental Salaries			32,304	12
Total			935,875	31

JOHN TILTON,
Accountant.

WM. SMITH,
Deputy Minister of Marine, etc.

S U P P L E M E N T

(No. 1)

TO THE

TENTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE AND FISHERIES,

FOR THE FISCAL YEAR ENDED 30TH JUNE, 1877,

BEING A

L I S T O F L I G H T S

ON THE

COASTS, RIVERS AND LAKES

OF THE

D O M I N I O N O F C A N A D A

ON THE

31ST DAY OF DECEMBER, 1877



OTTAWA:

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

1878.

LIST OF LIGHTS

ON THE

COASTS, RIVERS AND LAKES

OF THE

DOMINION OF CANADA,

UNDER THE CHARGE OF THE DEPARTMENT OF MARINE AND FISHERIES.

All the Lights below Quebec, on the River St. Lawrence, including Pointe des Monts, Cape Chatte and Egg Island, are extinguished on the 10th December, and those in the Gulf of St. Lawrence, Straits of Belle Isle, Northumberland Straits Prince Edward Island and Gut of Canso, are extinguished on the 20th December (with the exception of the Light on Bird Rock, which is kept burning till the 31st December,) and lighted on the 1st April of each year.

The Lights in the Bay of Fundy, and on the Southern and Eastern Coasts or Nova Scotia, and the Light on the South-west point of St. Paul's Island, are exhibited all the year round.

The Lights above Quebec, and on the Lakes, are shown during the season of navigation.

All bearings are magnetic, and are given from seaward.

WM. SMITH,
Deputy Minister of Marine.

OTTAWA, 1st January, 1878.

List of Lights on the Coasts, Rivers and

LABRA

ABBREVIATIONS:—F., fixed or steady; Fl., flashing; F. and Fl., fixed light, with a white or red flash in reflectors; D., dioptric, or by refracting

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
1	BELLE ISLE.....	Straits of Belle Isle, extreme S. point of Island.	51 53	0 55 22 15	One.....	F	White	.....
2	AMOUR POINT	S.E. side of Forteau Bay.	51 27 35	56 50 55	One.....	F	Whit	.....

NEWFOUND

3	CAPE NORMAN ...	Straits of Belle Isle...	51 38	0 55 53 40	One.....	Rev	White	Every 2 min.
4	POINT RICH	Straits of Belle Isle...	50 41 50	57 27 40	One.....	Fl	White	Every 15 sec.
5	CAPE RAY	On W. side of cape....	47 37	0 59 18 0	One.....	Fl	White	Every 10 sec.

GULF AND RIVER

6	ST. PAUL'S ISLAND.	On rock off N.E. point of Island.	47 18 50	60 8 20	One.....	F	White
---	--------------------	-----------------------------------	----------	---------	----------	---	-------	-------

Lakes of the Dominion of Canada.

D O R.

addition, preceded and followed by a short eclipse Rev., revolving; C., catoptric, or by metallic lenses; Int., intermittent; Alt., alternating.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
28	White, circular, clap-boarded.	470	62	1858	D, First order.	Visible from about N.W. by N., round by S. to E. A gun fires hourly during fog and snow storms. Depot of provisions for shipwrecked mariners.	1
18	White, circular	155	109	1855	D, Second order.	A gun fires hourly during fog and snow storms.	2

L A N D.

20	White, hexagonal.....	138	40	1871	C.....	Visible from all points of approach seaward.	3
18	White, hexagonal.....	130	40	1871	C.....	Visible from all points of approach seaward.	4
20	White, hexagonal.....	.....	41	1871	C.....	At a long distance flashes not observed. A fog whistle is blown in thick and foggy weather and during snow storms, 10 sec. in each minute, leaving an interval of 50 sec. between each blast. Heard in calm weather or with the wind from 8 to 10 miles, and in stormy weather or against the wind from 3 to 6 miles, according to the state of the atmosphere.	5

ST. LAWRENCE.

20	White, octagonal, wood.	140	40	1839	D, Third order.	Obscured between N. by E. & E. and E.N.E.	
----	-------------------------	-----	----	------	-----------------	---	--

List of Lights on the Coasts, Rivers and
GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
7	ST. PAUL'S ISLAND.	S.W. point of Island.	47 11 20	60 9 40	One	Rev	White	Every minute.
8	BERD ROCK.....	Magdalen Islands.....	47 50 40	61 8 20	One	F	White	.....
9	ENTRY ISLAND....	On S.E. side of Island, Magdalen Islands.	47 16 30	61 41 20	One	F	Red	.....
10	AMHERST ISLAND.	S. point of Island, Magdalen Islands.	47 13 0	61 58 0	One	Rev	Red and white	Every 30 sec...
11	ETANG DU NORD..	W. side of Grindstone Island, Magdalen Islands.	47 23 30	61 57 0	One	Rev	White	Every
12	CARLETON POINT.	Bay of Chaleur.....	48 5 15	66 7 0	One	F	Red	.....
13	PASPEBIAC	Near extremity of Spit	48 0 54	65 14 20	One	F	White	.....
14	MAQUEREAU POINT	Bay of Chaleur.....	48 12 30	64 46 12	One	Rev	Red and white alt.	Every minute.

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
20	White, octagonal, wood.	140	40	1831	D, Third order.	Obscured when bearing from S.S.E. to W. $\frac{1}{2}$ N. A fog whistle on the S. side of the island, S.W. of Atlantic Cove, about $\frac{1}{2}$ mile from the Humane Establishment, sounds once for five sec. in each minute during thick weather and storms.	7
21	White, hexagonal.....	140	50	1870	D, Second order.	Dwelling-house also white, 6 yds. from tower. A gun fires half-hourly during fogs and snow storms.	8
12	White, square, wood, with dwelling attached.	90	28	1874	C	Light seen from all points, except from E.S.E. round to N., where it is intercepted by the high lands of the Island.	9
20	White, hexagonal.....	.....	.....	1871	C .....	.....	10
20	White, square	200	28	1874	C	A steam fog whistle sounds in thick weather, fogs and snow storms two blasts of eight seconds' duration in each minute, with an interval of 22 seconds between each blast, and will probably be heard in calm weather or with the wind from eight to twelve miles, and in stormy weather or against the wind from three to six miles, according to the state of the atmosphere.	11
12	White, wood.....	32	28	1872	C .....	.....	12
13	White, square, wood.	55	54	1870	C .....	.....	13
12	White, square	56	27	1874	C .....	.....	14

List of Lights on the Coasts, Rivers and

GULF AND RIVER

No	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
15	CAPE DESPAIR.....	Bay of Chaleur.....	48 25 40	64 18 20	One.....	Rev	White	Every $\frac{1}{2}$ min...
16	PERCÉ.....	On Whitehead Cape..	48 30 30	64 13 0	One.....	F	White	.....
17	GASPÉ.....	O'Hara Point, Wharf Basin.	48 49 53	64 31 41	One.....	F	Red	.....
18	GASPÉ BAY LIGHT SHIP.	At Sandy Beach Point, moored off extreme of Spit.	48 50 45	64 24 30	Two, red 29 feet, and white 35 feet from deck.	F	Red, with white 6 feet above	.....
19	GASPÉ CAPE.....	.....	48 45 15	64 9 15	One.....	F	Red	.....
20	CAPE ROBIER.....	On Cape.....	48 51 57	64 12 0	One.....	F	White	.....
21	HEATH POINT.....	E. end, Anticosti Island.	49 5 20	61 42 30	One.....	F	White	.....
22	BAGOT'S BLUFF...	$\frac{1}{2}$ mile W. from S. Point, Anticosti Island.	49 4 0	62 15 10	One.....	Fl	White	Every 20 sec...

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	White, square, wood, with red roof.	90	18	1874	C		15
13	White, square, wood.	138	20	1874	C	Fog horn here.....	16
7	.....	30			C		17
.....	Painted red, with "Light Vessel" on her side.			1871	C		18
12	Square, wood, with dwelling attached.	350	30	1873	C	A steam fog whistle sounds in thick weather, fogs and storms, for ten seconds in each minute, leaving an interval of fifty seconds between each blast. Heard in calm weather or with the wind from eight to thirteen miles, and in stormy weather or against the wind from three to six miles, according to the state of the atmosphere.	19
16	White, circular, clap-boarded.	136	112	1858	D, First order.	A gun fires hourly during fog and snow storms.	20
15	White, circular, faced and clapboarded.	110	90	1835	C	The lighthouse is always kept open to the southward of Cormorant Point. Visible between bearings S. W. by W. to E. Depot of provisions here for shipwrecked mariners.	21
14	White, hexagonal.	75	54	1871	C	A fog whistle 100 yds. E. of lighthouse sounds during snow storms, and in thick or foggy weather for ten seconds in every minute, thus making an interval of fifty sec. between each blast.	22

List of Lights on the Coasts, Rivers and
GULF AND RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
23	SOUTH W. POINT	Anticosti Island	49 23 45	63 35 46	One	Rev	White	Every minute.
24	WEST POINT	Extreme W. Point, Anticosti Island.	49 52 30	64 31 40	One	F	White	.....
25	CAPE MAGDALEN.	On Cape	49 15 40	65 19 30	One	Alt	Red and white	Every 2 min...
26	MARTIN RIVER....	On S. shore, Gaspé County.	49 13 25	68 9 0	One	F	White	.....
27	SEVEN ISLANDS...	On Carousal Island...	50 5 40	66 22 44	One	F	White	.....
28	CAPE CHATTE	N.E. point of Cape.....	49 5 55	66 45 29	One	Rev	White	Every 30 sec..
29	EGG ISLAND	200 yards from S. end of Island.	49 38 0	67 10 0	One	Rev	White	Every 1½ min.
30	POINTE DE MONTS	About 1¼ mile N.E. of Point.	49 19 35	67 21 55	One	F	White	.....
31	MATAPE	Rimouski.....	48 52 0	67 33 0	One	F	White	.....
32	LITTLE METIS POINT.	.....	48 41 10	68 2 30	One	Rev	Red and white	Every minute.

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
15	White, circular, faced and clapboarded.	100	75	1831	C	Visible between bearings of N.N.W., rounded by S. to S.E. by E.	23
15	White, circular, clapboarded.	112	109	1858	D, Second order.	A gun fires hourly during fogs and snow storms. Depôt of provisions for shipwrecked mariners.	24
Red 15, White 20.	White, hexagonal.	147	54	1871	C		25
		17	White, square, wood, with dwelling attached.	125	54	1876	C .....	26
20	White, square, wood, with dwelling attached.	200	39	1870 re-er'c'd 1876	C		27
18	White, square, wood.	120	26	1871 re-er'c'd 1875	C	Visible from all points of approach seaward.	28
15	Octagonal, surmounting dwelling.	70	35	1871	C		29
15	White, circular, clapboarded.	100	75	1830	C	Depôt of provisions for shipwrecked mariners. A gun fires hourly during fogs and snow storms.	30
10	White, square, wood, with dwelling attached.	65	28	1873	C		31
15	White, square, with red roof and dwelling attached.	56	40	1874	C		32

List of Lights on the Coasts, Rivers and

GULF AND RIVER

No.	Name of Light.	Place.	Latitu N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Ait.	Colour of Light.	Interval of Revolution or Flash.
33	MANICOUAGAN LIGHTSHIP.	4 miles from land, the E. Peninsula bearing N.E., and the W. Peninsula bearing W.N.W., moored in 25 fathoms water.	49 2 0	68 15 0	Two, one 27ft., and the other 24ft. from deck.	F	White	.....
34	FATHER POINT ...	Rimouski	48 31 25	68 27 40	One	F	White	.....
35	PORT NEUF	Saguenay County	48 37 0	69 6 0	One		White	.....
36	BIGUET ISLAND ...	Near centre of Island.	48 25 18	68 53 20	One	Rev	White	Every 2 min...

RIVER ST

37	RED ISLAND LIGHTSHIP.	N.E. from Island	48 6 30	69 30 20	Two, one on fore and other on main-mast.	F	.....	.....
38	RED ISLET	On centre of Islet.....	48 4 20	69 32 56	One	F	Red	.....
39	} TADOUSAC	At Point Noir, entrance to Saguenay River.	48 5 38	69 42 35	Two, one on point and other 608 yards N.W. 1/2 N. distant from it.	F	White	.....
40			48 5 40	69 43 2		F	White	.....
41	LARK ISLAND.....	Entrance to Saguenay	48 5 30	69 40 0	One	F	White	.....

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
12 each	Painted black, with "Manicouagan, Quebec," on stern.			1872	D.....	A fog whistle sounds during thick weather, fogs and snow storms a blast of eight seconds' duration, with an interval of eight seconds, and then a blast of eight seconds, with an interval of two minutes twenty seconds	33
10	White, square.....	43		1859	O.....	Pilots stationed here.....	34
15	White, square, wood.	40	27	1873	C.....		35
17	White, circular, clap-boarded.	112	65	1844	C.....	A gun fires half-hourly during fogs and snow storms.	36

LAWRENCE.

12	Red, with words "Red Island Light Ship" on each side		34 feet from deck.	1871	C.....	Moored in 10 fathoms water in a N.E. direction from Red Island, a little open to the N. of Hare Island, with a red buoy lying about $\frac{1}{2}$ mile in a W.S.W. direction. A steam fog whistle placed on the lightship sounds during thick and foggy weather and snow storms 10 sec. in every min., with an interval of 50 sec. between each blast.	37
12	Grey, stone, circular.	75	51	1848	O.....		38
9	.....	82	22	1875	C.....	For leading vessels clear of Prince's Shore, Bar Reef and Yache Patch.	39 40
9	.....	117	22	1875	C.....		
10	White, square, wood	35	29	1872	C.....		41

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash
42	SAGUENAY RIVER.	1st range lights, on S. side of river, entrance to Chicoutimi Harbour.	48 26 52	70 58 9	Two, 303 yds apart	F	White	.....
43		2nd range, on N. side of river.	48 27 56	70 58 38	Two, 255 yds apart	F	White	.....
44		3rd range, on N. side of river.	48 27 57	70 59 58	Two, 208 yds apart	F	White	.....
45		4th range, on N. side of river.	48 27 41	71 0 39	Two, 238 yds apart	F	White	.....
46		5th range, on S. side of river.	48 26 27	71 1 32	Two, 128 yds apart	F	White	.....
47	CHICOUTIMI WHARF.	.....	.....	.....	One	F	White	.....
48	GREEN ISLAND ...	On N. point of Islet...	48 3 17	69 25 10	One'	F	White	.....
49	BRANDY-POTS ...	84 yards from S.E. end of Islet.	47 52 30	69 40 50	One	F	White	.....
50	LONG PILGRIMS...	40 yards W. of centre of Island, and 108 yards S. from water's edge.	47 43 15	69 44 20	One	F	White	.....
51	GRAND ISLE, KAMOURASKA.	240 yards from N.E. end of Island, 160 yards from water's edge.	47 38 20	69 51 40	One	Rev	White	Greatest brilliancy once a minute.
52	POINT AUX OBISSEAUX.	On a wharf, River Ouelle, Kamouraska	29 36 70	1 43	One	F	Red	.....

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating apparatus.	Remarks.	No.
5		{ Upper 40 Lower 26	{ Upper 43 Low. 26	1873	C	These ten lights lead through the channel to Chicoutimi Harbour.	43
4		{ Upper 41 Lower 25	{ Upper 40 Low. 27	1873	C		43
3		{ Upper 41 Lower 29	{ Upper 40 Low. 25	1873	C		44
3		{ Upper 40 Lower 22	{ Upper 40 Low. 26	1873	C		45
2½		{ Upper 59 Lower 40	{ Upper 27 Low. 26	1873	C		46
.....							47
13	White, octagonal, clapboarded.	60	40	1809	C	A gun fires every half hour during fogs and snow storms.	48
10	Drab colour, brick...	78	39	1862	D, Fourth order.		49
12	Drab colour, brick...	180	39	1862	D, Fourth order.		50
18	Wood.....	166	39	1862	C		51
8	White, square, wood.	34	20	1875	C		52

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
53	GOOSE CAPE.....	Charlevoix County...	47 29 30	70 13 45	One.....	F	White	.....
54	BAY ST. PAUL....	Charlevoix County...	47 24 45	70 29 0	One.....	F	White	.....
55	LOWER TRAVERSE LIGHTSHIP	N.E. of St. Roch Shoals.	47 22 10	70 14 50	Two, one light 4 ft. higher than the other.	F	White	.....
56	UPPER TRAVERSE LIGHTSHIP	N.W. edge of St. Roch Shoals.	47 19 50	70 16 0	Two, main light 8 ft. higher than the other.	F	White	.....
57	STONE PILLAR....	100 yds. from S. point of Islet.	47 12 25	70 21 26	One.....	Rev	White	Every 1½ min.
58	ALGERNON ROCK..	Near Stone Pillar....	47 12 25	70 21 26	One, reflecting.			.....
59	CRANE ISLAND....	1½ mile from W. point of Island.	47 3 30	70 32 30	One.....	F	White	.....
60	BELLECHASSE.....	E. end of Island.....	46 56 0	70 46 0	One.....	F	White	.....
61	ST. FRANCIS	E. end Island of Orleans.	{ 47 0 12 47 0 24	{ 70 45 19 70 44 51	} Two.....	F	White	.....

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
12	White, wood, with dwelling attached.	48	42	1876	C		53
10	White, square, wood, with dwelling attached.	36	30	1876	C		54
10 ea'h	Two red masts with words "Traverse Lightship" in white letters on each side.		27 & 23 above deck.	1836	D	A steam fog whistle placed on lightship sounds 12 sec. in each min., with an interval of 48 sec. during thick weather, fogs and snow storms. A red ball on the mainmast will be lowered, and one light only shown, if from any cause the lightship shall move from her station,	55
6 ea'h				1871	C	Should the vessel be out of place, the light on the foremast alone is exhibited, and during the day the ball on the foremast head is taken down. A bell tolls during thick weather, fogs and snow storms.	56
13	White, conical, stone	68	38	1843	C		57
						In course of construction.	58
10	Wood	44	37	1862	C		59
13	Wood	70	30	1862	C		60
11		{ 110 30	{ 30 28	1875	C	North Channel Traverse Range Lights.	61

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
62	CAPE ROUGE.....	Between Traverse Spit and Brulé Bank.	47 7 45 47 7 43	70 40 28 70 40 30	Two	F	White	.....
63	PORT ST. JOHN....	On a wharf, Island of Orleans.	46 55 20	70 53 30	One	Rev	White	Every 30 sec...
64	POINT ST. LAWRENCE.	Island of Orleans.....	46 51 50	71 2 40	One	F	White	.....
65	MONTÉE DU LAC..	Cape Rouge.....	47 7 40	70 42 30	One	F	White	.....
66	ST. ANTOINE	S. shore.....	46 39 40	71 36 10	One	F	White	.....
67	ST. CROIX.....	On shore near high water mark, and $\frac{1}{4}$ mile N. of Church.	46 37 $\frac{1}{2}$ 45	71 44 10	One	F	White	.....
68	PORT NEUF.....	On N. shore, $\frac{3}{4}$ mile off the river.	36 41 48 N. light	71 52 10	Two, S.W. and N.E., nearly 180 yds apart.	F	White	.....
69	PLATON POINT....	On S. side, $1\frac{1}{4}$ mile below Richelieu Is-land.	46 39 13 N. light	71 53 3	Two, S. 72° W., 169 yds apart.	F	White	.....
70	RICHELIEU.....	Centre of Island.....	46 38 30	71 54 51	One	F	White	.....

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
11	.....	{ 230 170 }	{ 34 24 }	1875	C	North Channel Traverse Range Lights.	62
15	White, square, wood	27	23	1874	C .....	.....	63
8	White, wood.....	38	.....	1869	C .....	.....	64
10	White, square, wood	175	30	1870	C .....	.....	65
10	White, wood.....	96	.....	1858	C .....	.....	66
6	White, wood.....	30	20	1842	C	Is a small light to assist in keeping in channel for some distance up and down the river.	67
5 each	White, both stone, the lower lantern on roof of dwelling.	{ 200 120 }	.....	1842	C	Lead up Richelieu Channel to the light on Richelieu Island.	68
12 each	White, octagonal, wood.	{ 152 130 }	{ 24 7 }	{ 1816 1824 }	{ C	Lead up Richelieu River.....	69
.....	Octagonal, stone.....	27	.....	1816	C	This light and the light on Platon Point are very nearly in the same line of bearing, namely, N. 73° E.	70

Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; E. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
71	LOTBINIÈRE	Upper	46 37 10	71 56 21	Two, 1,300 yds apart	F	White	
72	NORTH HALF-WAY POINT	W. side of river, about 5 miles above Johns.			Two, one on shore S. of back light.	F	White	
73	ST. VALENTINE.	W. side of river, $\frac{1}{2}$ mile below Isle aux Noix			Two, one on bank of river E. of back light	F	White	
74	LACOLLE	W. side of river			Two, one on crib on bank of river N.E. of back light.			
75	ASH ISLAND.	On S. end	45 1 20	73 25 0	Two	F	White	
	BLOODY ISLAND.	On pier, about $\frac{1}{4}$ mile above Ash Island.	45 1 0	73 24 50				
76	LANGLAIS POINT.	On S. shore, $\frac{1}{2}$ mile below Great Chêne River.	46 35 5	71 59 35	One	F	White	
77	CAPE CHARLES...	On Cape	46 33 39	72 4 15	Two, N. 67° W., 80 yds apart.	F	White	
78	GRONDINES.....	N. Shore.....	46 35 49	72 4 12	Two, S. 66° W., 1,350 yds apart.	F	White	

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
8	White, square, wood.	Upper 85 Lower 23	17 17	.....	C	To enable vessels to go through Richelieu Channel.	71
.....	.....	.....	.....	1873	C	These lights range up the river, and, in line, indicate the channel to St. Valentine.	72
.....	White, octagonal, wood.	.....	.....	1873	C	These lights range across the river, and, in line, indicate the channel over the shoal at the foot of Isle aux Noix.	73
.....	White, octagonal, wood.	18 7	22 10	1871	C	These lights range down the river, and, in line, indicate the channel to Sturgeon Point.	74
4	White, square, wood, with dwelling attached.	44	42	re- erec'd 1875	C	Range lights.....	75
4	White, wood	12	10	re- erec'd 1875	C		
5	Wood	35	8	1844	C	To show off Battures des Grondines, and to avoid Battures Cordin, and as a steering point for Richelieu.	76
4 ca'h	Wood	110	20	1856	C	Lead to and from Cape à la Roche and Cape Charles, and answer as a steering point through Richelieu River.	77
5 ca'h	White, octagonal, wood.	50 & 25	30	1857	C	To lead off Cape à la Roche Levrard.	78

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
79	ST. PIERRE DES BECQUETS.	S. Shore, summit of St. Pierre Point.	46 30 28	72 12 30	One	F	White	.....
80	BATISCAN.....	N. Shore, 1½ mile below Batican Church.	46 30 16 S. light.	72 14 52	Two, S. 73° W., 222 yds apart		White	.....
81	CITROUILLE POINT.	On beach	46 27 12	72 16 10	One	F	White	.....
82	CHAMPLAIN	N. Shore, near Champlain Church.	46 24 34	72 20 32	One	F	White	.....
83	CAPE MADELEINE.	Lower light, N. Shore, 3 miles below Cape.	46 23 46 S. light.	72 27 18	Two, S. 60° W., 200 yds apart	F	White	.....
84		Upper light, N. Shore, 2 miles below Cape.	46 23 16 W. light	72 28 38	Two, S. 85° W., 235 yds apart	F	White	.....
85	PORT ST. FRANCIS	S. Shore, high light on a pier.	46 16 20 W. light	72 37 15	Two, S. 76° W., 3,240 yds apart	F	White	.....
86	PORT DU LAC	N. Shore	46 16 50	72 40 23	One		White	.....

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
5	White, octagonal, wood.	85	12	1844	C	To indicate the widest berth off Cape à la Roche.	79
3 ea'h	White, octagonal, wood.	{ 39 20	{ 31 11	1844	C	To lead through Levrard and clear Batture St. Ann on S., and Pouillier on N.	80
6	Lantern on a tripod					To indicate point.....	81
4	White, octagonal, wood.	30	10	1844	C	Steering point for lower point of Bay of Champlain.	82
4 ea'h	White, octagonal, wood.	{ 53 33	{ 13 10	1843	C	To clear Batture Bigot.....	83
6 ea'h	White, octagonal, wood.	{ 55 35	{ 30 10	1843	C	To clear Pouillier Provencher.....	84
3 ea'h	White, octagonal, wood, high and low.	{ 31 12	{ 21 4	1849	C	The lights in one with the eastern light vessel on lake lead up through the dredged canal, S. 70° W. High light on a pier, and removed in winter.	85
12	White, octagonal, wood.	71	24	1843	C	Shows the turn of channel at Point du Lac.	86

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
87	EAST LIGHTSHIP.	In Lake	46 15 56	72 42 18	One	F	White	.....
88	CENTRE LIGHTSHIP.	2½ miles S.S.E. from Rivière du Loup.	46 11 39	72 53 20	One	F	White	.....
89	WEST LIGHTSHIP.	N. side of channel, N. E. by N., 3 miles from Flat Island.	46 9 39	72 56 50	One	F	White	.....
90	ISLE AUX RAISINS.	{ On Island	46 6 14	72 57 50	One	F	White	.....
		{ S. side of Island.....	46 6 0	72 58 0	One	F	White	.....
91	STONE OR ISLE À LA PIERRE.	On E. side of Island...	46 5 54	72 59 40	One	F	White	.....
92	ISLE DE GRACE...	On Island	46 4 13	73 2 34	One	F	White	.....
93	SOREL	On Richelieu Company's Wharf.	46 2 30	73 7 18	Two, 66 yds apart.	F	Red	.....
94	LAVALTRIE	S. side of Island.....	45 52 55	73 16 0	Two, S. 38° W., 320 yds apart.	F	White	.....
95	TRAVERSE	2½ miles above Contre-cour.	45 49 52	73 17 0	Two, S. 28° W., 1,500 yds apart.	F	White	.....

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet in centre of lantern, above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
6	Red	15	8	.....	C	Removed at the approach of winter on account of ice. On S. side of Petite Traverse of Rivière-du-Loup.	87
6	Red.....	15	8	1816	C	Removed at the approach of winter on account of ice. To indicate the turn of the channel, and leads to No. 2.	88
.....	Red.....	15	8	1828	C	In connection with Isle à la Pierre, and bearing in line with No. 1, and to avoid Battures St. François and à la Carpe.	89
6	Red.....	30	20	1843	} C	To lead from the entrance of the Batture of Lake St. Peter to No. 1 light-vessel up and down.	90
.....	Red.....	.....	.....	1863			
6	Red.....	30	.....	.....	C	Indicates entrance to channel, and leads to No. 1.	91
8	White, octagonal, wood.	28	25	.....	C	Indicates point	92
3 or 4	.....	{ 39 31	{ 37 29	1863	C	Indicate harbour.....	93
.....	Red.....							{ 21 13	{ 17 9	1831	C .....	Lead to channel called Flat Islands.
.....	White, square, wood.	.....	.....	1857	C	To lead into Lavaltrie Channel and Isle Beuchard, and indicate the new channel to be kept in line till Lavaltrie Lights are brought to bear.	95

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
96	ISLE AUX PRUNES	Opposite Verchères...	45 46 50	73 22 30	One	F	White	.....
97	RÉPENTIGNY	$\frac{3}{4}$ mile below Répentigny.	45 45 2	73 26 8	Two, S. 22° W., 170 yds apart	F	White	.....
98	ISLE À LA BAGUE.	On Islet	45 44 14	73 26 15	One	F	White	.....
99	St. THÉRÈSE	On Island	45 41 22	73 27 40	Two, S. 50° W., 220 yds apart	F	White	.....
100	POINT AUX TREMBLES.	N. Shore.....	45 38 26	73 29 20	Two, S. 46° W., 600 yds apart	F	White	.....
101	MONTREAL	On Albert Pier.....	45 30 47	73 33 19	Two, back light 73 yds S.W. $\frac{1}{2}$ S. from fr'nt light	F	Red	.....
102	LACHINE	On end of pier, at entrance to canal.	45 26 50	73 41 0	One	F	White	.....
103	} LAKE ST. LOUIS.	Lightship No. 1, $\frac{4}{5}$ ths mile above Lachine	45 26 30	73 42 10	One	F	White	.....
104		Lightship No. 2, $2\frac{1}{2}$ miles above Lachine	45 25 40	73 44 15	One	F	White	.....

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
.....	White, octagonal, wood.	.....	.....	1866	C	To clear the Island.....	96
4 ea'h	White, wood.....	{ 30 14	{ 26 14	1843	C	To lead through Isle à la Bague Channel, and to avoid Pouillier on N. and shoal on S.	97
4	White, octagonal, wood.	24	.....	1831	C	To indicate the Island being extremely low land. Removed in winter on account of the ice.	98
4 ea'h	White, square, wood	.....	.....	.....	C	Lead to entrance through Verchères Channel up and down the river.	99
.....	High and low, white, octagonal, wood.	{ 53 25	{	1846	C	To lead through the channel between Point aux Trembles and Varennes, up to Long Point.	100
4 ea'h	White, octagonal, wood.	{ Front 38 Back 29	{ 31 21	1830	C	Indicate the deepest channel to and from the harbour.	101
6	White, square, wood.	23	17	1849	C .....	.....	102
6	Red, circular, iron, white tower, red lantern.	20	.....	1849	C	White tower on vessel; lantern red.	103
6	Red, circular, iron, white tower, red lantern.	20	.....	.....	C	White tower on vessel; lantern red.	104

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
105	CHATEAUGUAY.....	Lightship No. 3, 4½ miles above Lachine.	45 24 30	73 45 30	One	F	White	.....
106	BRAUHARNOIS	S. side of lower entrance to canal.	45 19 40	75 54 30	Two, 414 yds apart, E.N.E. ¼ N., and W.S.W. ¼ S.	F	White	.....

RIVER

107	POINT CLAIRE LOWER LIGHT.	On a pier N. of channel, midway between Point Claire light and lightship No. 1.	45 46 48	73 45 21	One	F	White	.....
108	POINT CLAIRE	On a pier N. of channel, about 1 mile S.E. of village.	45 26 0	73 48 10	One	F	White	.....
109	CARON POINT	2 miles below St. Anne du bout de l'Isle lock.	45 24 46	73 54 41	Two, front light 102 yds W. ¼ N. from b'ck light	F	White	.....
110	ST. ANNE DU BOUT DE L'ISLE.	About 1 mile below the lock.	45 24 49	73 55 50	Two, 193 yds E.S.E. & W.N.W. apart.	F	White	.....
111	POINT A CADINUX	Lake of Two Moun- tains.	45 26 25	74 0 50	One	F	White	.....

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
6	Red, circular, iron, white tower, red lantern.	20	.....	1849	C	White tower; lantern red.	105
10	White, square, wood.	{ 50 40	{ 27 27	1850	C	In one lead to Chateauguay Lightship.	106

OTTAWA.

9	White, square, wood.	33	20	1874	C .....	.....	107
7	White, square, wood,	29	25	1860 re-built 1874	C .....	.....	108
6	Brown, square, wood	{ 26 17	{ 26 20	1874	C	Range lights, showing up stream; back lights also show down stream.	109
6	Brown, square, wood	{ 50 30	{ 26 20	1874	C	Range lights, showing down stream. [N.B.—These two ranges will be discontinued after the season of 1877, and a new system established to meet the requirements of a change being effected in the channel.]	110
8	White, square, wood, with dwelling attached.	30	33	1875	C .....	.....	111

List of Lights on the Coasts, Rivers and

RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
112	POINT AUX ANGLAIS.	On pier, about 400 yds off the point, near Carillon.	45 13	0 74 15 0	One	F	White	
113	ST. PLACIDE.....	N. side of river	45 20	0 74 10 0	Two, front light 266 yds S.W. by W. $\frac{1}{4}$ W from back light.	F	White	
114	L'ORIGINAL.....	On point.....	45 42	0 74 46 15	One	F	White	
115	MCTAVISH POINT	On pier	45 50	0 74 52 30	One	F	White	
116	WAY SHOAL	On low shore, N. side of river.	45 25	0 75 37 0	One	F	White	
117	GREEN SHOAL	On pier, S. side of channel, opposite East Templeton, 7 miles below Ottawa City.	45 29 30	75 31 20	One	F	White	
118	MORRIS OR VICTORIA ISLAND.	Lake des Chats.....			One	F	White	
119	CAMPBELL ISLAND	Lake des Chats, 12 miles above Victoria Island.			One	F	White	
120	DEEP RIVER ISLET	At mouth of river.....			One	F	White	

Lakes of the Dominion of Canada.

OTTAWA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating Apparatus.	Remarks.	No.
6	White, square, wood	22	27	1873	C		112
6	Brown, square, wood	{ 50 25	{ 26 20	1874	C	Range lights, showing up stream	113
6	White, hexagonal.....	45	30	1871	C		114
6	.....	35	30	1871	C		115
8	Alternately red and white, hexagonal, wood.	30	25	1870	C		116
8	White, square, wood	36	17	1860	C		117
8	White, square, wood	.....	29	1873	C		118
8	White, square, wood	.....	29	1873	C		119
8	White, square, wood	.....	29	1873	C		120

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
121	KNIGHT'S POINT.	1st range light, S. side of channel, on a pier, about 1½ mile from guard lock, at upper entrance to Beauharnois Canal.	45 15 30	74 9 30	One	F	White	.....
		2nd range light, on mainland, 93 yards S.W. of 1st range.	.....	.....	One	F	White	.....
		3rd range light, N. side of channel, 396 yds N.W. of 2nd light	.....	.....	One	F	White	.....
122	GROSSE P'NT OR VALLEY-FIELD.	Main light, N. side of channel, on a pier 304 yds W. of 3rd light.	45 15 35	74 9 25	One	F	White	.....
123	C O T E A U LANDING.	On Government pier..	45 15 40	74 13 0	One	F	Red	.....
124	M c K I E ' S POINT.	N. Shore, nearly opposite Port Lewis light.	45 12 25	74 19 10	One	F	White	.....
125	PORT LEWIS.	On McKillop's Point..	45 11 30	74 17 0	One	F	White	.....
126	CHERRY ISLAND.	S. side of N. channel.	45 9 10	74 22 30	One	F	White	.....
127	LANCASTER BAR.	On a pier in the lake, S. side of channel, 3 miles below Lancaster village.	45 8 20	74 25 40	One	F	White	.....
128	LANCASTER...	On a pier, N. side of channel, 1½ mile S.W. from Lancaster village.	45 6 40	74 30 0	One	F	White	.....
129	HAMILTON ISLAND.	Most S. easterly point	45 4 28	74 32 27	One	F	White	.....

Lakes of the Dominion of Canada.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane of lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
3	Red, square, wood.....	.....	.....	1848	C	When these two lights are brought in one after leaving the canal, they are to be steered for until the two on the north side of the channel are brought into one.	121
3	White, square, wood.....	.....	.....	1850	C		
3	White, square, wood.....	.....	.....	1850	C	These two lights passed close on the S lead into deep water.	122
8	Red, square, wood.....	.....	.....	1846	C		
10	White, square, wood.	29	28	1848 tower erect'd 1877	C	Little visible from E.N.E. $\frac{1}{2}$ E. by S. to W. $\frac{1}{2}$ N.	123
10	White, square, wood.	36	30	1847 re-built 1877	C	Midway between Côteau and Cherry Island.	124
10	White, square, wood.	35	22	1875	C .....	.....	125
10	White, square, wood.	40	30	1847	C .....	.....	126
8	White, square, wood,	.....	.....	1849	C .....	.....	127
8	White, square, wood	20	20	1844	C .....	.....	128
10	White, square, wood.	42	36	1873	C .....	.....	129

List of Lights on the Coasts, Rivers and

RIVER ST.

No	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
130	GLENGARRY OR STONEHOUSE POINT.	N. shore of river.....	45 3 32	74 36 45	One	F	White	.....
131	CORNWALL CANAL	S. side of upper entrance.	45 1 0	74 55 25	One	F	White	.....
132	WINDMILL POINT.	About 1½ mile below Prescott.	44 46 20	75 28 40	One	F	White	.....
133	COLE SHOAL	On pier, 5 miles W. of Brockville, ¾ mile from N. Shore.	44 34 15	75 45 40	One	F	White	.....
134	GRENADEER ISLAND.	S.W. point of Island, N. side of channel, 2 miles below Rockport.	44 24 30	75 54 10	One	F	White	.....
135	LINDOE ISLAND	N.W. point of Island, S. side of channel, 5 miles W. of Rockport.	44 22 35	76 0 3	One	F	White	.....
136	GANANOQUI NARROWS.	N.E. end of Little Stave Island, S. side of channel, 5 miles below Gananoqui.	44 20 55	76 4 35	One	F	White	.....
137	JACKSON TRAW SHOAL.	On a pier, N. side of channel, 2 miles below Gananoqui.	44 20 45	76 6 50	One	F	White	.....
138	SPECTACLE SHOAL	On a pier, N. side of channel, 1½ mile W. of Gananoqui.	44 4 10	76 10 40	One	F	White	.....

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10	White, square, wood, with dwelling attached.	42	36	1873	C		130
				1865	C	In charge of the Superintendent of Public Works.	131
15	White, circular, stone	92	62	1873	C		132
6	White, square, wood.	33	31	1856	C		133
10	White, square, wood,	55	37	1856	C		134
7	White, square, wood.	40	26	1856	C		135
7	White, square, wood.	44	37	1856	C		136
	White, square, wood.	31	29	1856	C		137
9	White, square, wood.	28	26	1856	C		138

List of Lights on the Coasts, Rivers and

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
139	RED HORSE ROCK	On a pier, S.E. side of channel, 1 mile above Spectacle Shoal.	44 19 30	76 11 20	One	F	White	.....
140	BURNT ISLAND	S.E. part of Island, N. side of channel, $\frac{1}{2}$ mile above Red Horse Rock.	44 19 0	76 11 35	One	F	White	.....
141	WOLFE ISLAND ...	On Quebec or E. point	44 14 37	76 10 55	One	F	White	.....
142	BROWN'S OR KNAPP'S POINT	Wolfe Island	44 15 12	76 23 20	On	F	White	.....

LAKE

143	KINGSTON.....	City clock.....	44 15 15	76 28 30	One	F	White	.....
144	SNAKE ISLAND.....	On pier on bar, N. side of channel, 5 miles W. of Kingston.	44 11 30	76 37 40	One	F	Red	.....
145	NINE MILE OR GAGE POINT ...	S.W. point, Simcoe Island, 9 miles W. of Kingston.	44 9 20	76 38 40	One		White	.....
146	PIGION ISLAND ...	4 miles from head of Wolfe Island.	44 4 10	76 38 10	One	Rev	White	One minute, 10 seconds.

Lakes of the Dominion of Canada.

ST. LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
9	White, square, wood.	28	26	1856	C	These six small lights mark the channel through the Thousand Islands, between Brockville and Kingston.	139
10	White, square, wood.	64	26	1856	C		140
6	White, square, wood.	.....	.....	1861	C		141
10	White, square, wood.	28	20	1874	C		142

ONTARIO.

9	Wooden tower on stone building.	.....	96	.....	.....	.....	143
6	Square, stone.....	35	35	1858	C .....	.....	144
15	White, circular, stone	45	40	1833	C	A fog bell sounds four times each minute in thick and foggy weather and snow storms, during navigation. Heard a distance of 4 miles.	145
15	White.....	46	41	1870	C .....	.....	146

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash
147	OUTER DRAKE OR FALSE DUCKS.	E. point of Island.....	43 57 0	76 49 0	One	F	White	.....
148	POINT PLEASANT.	Entrance to Bay of Quinté.	44 6 30	76 55 30	One	F	White	.....
149	TELEGRAPH ISLAND.	Bay of Quinté.....	44 10 20	77 9 45	One	F	White	.....
150	POINT PETER.....	On point.....	43 51 0	77 13 40	One	Rev	White	Every minute and 40 secs.
151	SALMON OR WICKED POINT.	On point.....	43 52 0	77 19 45	One	F	Red	.....
152	SCOTCH BONNET OR EGG ISLAND	On small island, one mile S.W. of Nicholson's Island.	43 54 0	77 38 0	One.....	F	White	.....
153	PRESQU' ISLE	E. point.....	43 59 30	77 45 30	One	F	White	.....
154		On hill in shore.....	44 0 20	77 46 0	Two, W.S. W. & E.N. E. nearly.	F	White	.....
155	WELLER'S BAY....	Near W. end of Quinté Carrying Place.	44 2 0	77 40 40	Two	F	Front one red, & back one white.	.....
156	COBOURG.....	Pier head..	43 57 10	78 14 0	One		White	.....
157	PETER ROCK OR GULL ISLAND.	W. by S., 4 miles from Cobourg.	43 56 10	78 17 0	One		White	.....

Lakes of the Dominion of Canada.

ONTARIO.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
22	White.....	68	62	1828	C.....		147
10½	Octagonal.....		52	1866	C.....		148
12	White, square tower on dwelling.	46	41	1870	C.....		149
21	Circular, stone.....	62	60	1833	C.....		150
.....	White, square tower on dwelling.	40	30	1871	C.....		151
12	White, stone.....	51	54	1856	C.....		152
18	White, octagonal, stone.	67	63	1840	C.....		153
3or4	.....			1851	C.....		154
.....	White, open framework.	{ 29 43	{ 27 37	1876	C.....	Back tower 160 yds. from front one.	155
8	White, square, wood.	20	16	1844	C.....	Not under Marine Department....	165
10	Octagonal, stone.....	45	48	1840	C.....	On a rock off the point.....	157

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
158	PORT HOPE.....	Pier head, E. side.....	43 56 15	78 20 0	One.....	F	Red facing south, white facing E. & W	.....
159	DARLINGTON.....	Pier head.....	43 52 30	78 43 20	One.....	F	White.....	.....
160	OSHAWA.....	Pier head.....	43 52 0	78 52 30	One.....	F	White.....	.....
161	WHITBY.....	W. pier.....	43 51 0	79 1 30	One.....	F	White.....	.....
162	PICKERING OR LIVERPOOL.	E. pier head.....	43 48 45	79 7 20	One.....	F	White.....	.....
163	GIBRALTAR POINT	S.W. side of point, $1\frac{3}{4}$ mile S. of Toronto.	43 37 0	79 28 30	One.....	F	White.....	.....
164	TORONTO.....	One on Queen's Wharf W. part, the other on arm of pier.	43 38 20	79 28 45	Two.....		White.....	.....
165	PORT CREDIT.....	On pier.....	43 33 30	79 40 10	One.....	F	White.....	.....
166	OAKVILLE.....	On head.....	43 26 45	79 45 20	One.....	F	White.....	.....
167	BURLINGTON BAY	S. pier of entrance.....	43 18 0	79 53 30	Two.....	F	White.....	.....

Lakes of the Dominion of Canada.

ONTARIO.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
4						Not under Marine Department....	158
4	On a stone house.....					Not under Marine Department....	159
				1863		Not under Marine Department....	160
5	Square, wood... ..	12	8	1844		Not under Marine Department....	161
				1863		Not under Marine Department....	162
18	Hexagonal, stone....	66	62	1820		A fog bell here.....	163
6	Red, square, wood...	22	6	1838		On the arm of the pier to be passed closely on port hand. Harbour light. Not under Marine Department.	164
				1863	C	Not under Marine Department....	165
12	Octagonal, wood.....	42	36	1863	C		166
15	High, light stone building.	60	54	1838			167
4	White, small light, wood.	18	14	1845	C		

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
168	PORT DALHOUSIE.	E. pier head.....	43 13 40	79 20 30	One	Rev	White	.....

LAKE

169	FOX ISLAND	44 19 30	79 30 0	One	F	White
-----	------------------	-------	----------	---------	-----------	---	-------	-------

LAKE

170	PORT COLBORNE..	W. pier head.....	42 53 0	79 19 30	Two	F	White	.....
171	MOHAWK ISLAND..	On an island between Port Colborne and Port Maitland, 1 mile S.W. of mainland.	42 50 10	79 37 0	One	Rev	White	Every 3 min...
172	PORT MAITLAND..	W. pier	42 51 40	79 39 50	One	F	White	.....
173	PORT DOVER.....	W. pier	42 47 30	80 16 30	One	F	White	.....
174	LONG POINT, OR NORTH FORELAND.	E. extremity	42 33 0	80 9 10	One	Rev	White	Every minute-
175	PORT BURWELL, OR BIG OTTER CREEK.	333 yards in shore.....	42 39 0	80 54 30	One		White	.....

Lakes of the Dominion of Canada.

ONTARIO.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10	White, wood.....	53	44	1852	C	Entrance to Welland Canal.....	168

SIMCOE.

12	Brown, square.....	46	39	1870	C	169
----	--------------------	----	----	------	---------	-------	-----

ERIE.

12	White, wood.....	{ 58 14 }	{ 54 10 }	1852	C	Entrance to Welland Canal.....	170
10	White, circular, stone	64	60	1848	C .....	.....	171
10	White, hexagonal, wood.	.....	.....	1846	C	Grand River entrance.....	172
8	White, hexagonal, wood.	20	20	1846	C .....	.....	173
25	Octagonal, wood.....	65	60	1843	C .....	.....	174
12	Octagonal, wood.....	96	46	1840	C .....	.....	175

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
176	PORT BRUCE, OR CATFISH CREEK		42 39 20	81 5 40	One	F	White	
177	RONDEAU HARBOUR.	Main on S. end and range light on N. end of E. pier, at entrance to harbour	42 15 35	81 54 25	Two, 260 yds. apart	{ Rev F	{ Red and white White	Greatest brilliancy every 1½ min.
178	PORT STANLEY	Extreme of W. pier	42 40 0	81 17 0	One	F	White	
179	MIDDLE ISLAND	Between Pelee and Kelly's Island.	41 40 58	82 40 15	One	F	Red	
180	PELEE ISLAND	N.E. point	41 50 20	82 45 30	One	F	White	
181	PELEE SPIT	On caisson, 2½ miles S. from extreme end of point from N. Shore.	41 52 20	82 38 0	One	Rev	White	
182	BAR POINT	Lightship	41 59 40	83 6 20	Two, one eight feet above the other.	F	Red and white	

Lakes of the Dominion of Canada.

ERIE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
.....	On a pole.....	.....	.....	1876	C.....	Not under Marine Department....	176
16	White, square, open framework.	70	64	1876	C.....	.....	177
10								34	30
4	Lantern.....	20	20	1844	C.....	.....	178
12	White, square, wood.	70	49	1872	C.....	.....	179
9	White, circular, stone	45	40	1833	C.....	W. by N. clears Pelee Shoal.....	180
20	Octagonal.....	76	61	1861	C.....	.....	181
10	Red, with words "Bar Point Lightship" on each side in white letters.	.....	48 and 40 from deck.	1875	C.....	Anchored in 3 fathoms water, 100 yards to southward of W. end of reef, and distant from Amherstburg Light 5½ miles, bearing nearly due S., and from Bar Point S. ¼ W. Vessels passing should not go within ½ mile of Lightship, and vessels of heavy draft should pass to southward. A bell rung during thick and foggy weather.	182

List of Lights on the Coasts, Rivers and
RIVER

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
183	AMHERSTBURG.....	Bois Blanc Island.....	42 6 0	83 13 30	One	F	White	
184	BOIS BLANC ISLAND.....	.....	42 6 1	83 6 34	Two	F	One white and one red.	

L A K E

185	THAMES RIVER ...	Mouth of river, S. Shore.	42 18 40	82 36 0	Two, S. 26° E., and N. 26° W., 450 yds apart	F	White	
-----	------------------	---------------------------	----------	---------	--	---	-------------	--

L A K E

186	GODERICH.....	On high bank, S. of entrance to harbor. Two on N. pier.	43 45 10	81 32 30	Three.....	F	White	
187	McKENZIE'S WHARF.	Presqu' Isle, Owen Sound, Georgian Bay.	44 41 30	80 53 40	One	F	White	
188	POINT CLARK.....	N. Shore, about 20 miles N.E. from Goderich.	44 4 40	81 34 30	One	Rev	White	Every ½ min..
189	KINCARDINE.....	On N. pier.....	44 11 0	81 36 0	Two.....	F	R d	

Lakes of the Dominion of Canada.

DETROIT.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
18	Circular, stone.....	56	40	1837	C		183
.....	{	26	}	1875	C	One tower on N.E. point, and the other 150 yards S. by W. $\frac{1}{2}$ W. back from it.	184
		38					

ST. CLAIR.

12	} One square, wood, the other circular, stone.	34	30	1837	}	The two lights in one lead over bar.	185
6		15	15	1845			

HURON.

25 the highest light	White, square.....	150	20	1847	C		186
12	White, square, wood	35	27	.....	C		187
15	White, circular.....	87	87	1859	D, Second order.		188
15	White, square, wood	37	20	1874	C	Light shows from all points of approach.	189

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
190	CHANTRY ISLAND	About 2½ miles W. from Saugeen.	44 29 15	81 23 20	One	F	White	.....
191	SOUTHAMPTON HARBOUR.	Front light on eastern extremity of western break-water pier, distant N.E. by E. 933 yards from Chantry Island.	44 30 5	81 22 50	Two, back light 2,100 yds S. ¼ E. from front one.	F	Red to N. and white inside harbour.	.....
		Back light on shore S. of landing pier				F	White	.....
192	ISLE OF COVES...	N.E. point of Island, entrance to Georgian Bay.	45 19 40	81 32 10	One	Rev	White	Every 1½ min..
193	MICHAEL'S POINT	S. side of Great Manitoulin.	45 34 20	81 56 0	One	F	White	.....
194	DUCK ISLAND.....	.....	45 37 12	82 56 10	One	Rev	Red and white	One red & two white flashes every 2 minutes. Greatest brilliancy of flash every 40 sec.
195	GREAT MANITOULIN ISLAND.	On S.W. point of W. end of Island.	45 53 10	83 6 20	One	F	White	.....
196	GRIFFITH ISLAND.	N.E. end of Island, 20 miles from Owen Sound.	44 50 30	80 42 40	One	F	White	.....
197	NOTTAWASAGA ISLAND.	About 4 miles N.W. from Collingwood.	44 32 30	80 4 20	One	Rev	White	Every ½ min..

Lakes of the Dominion of Canada.

HURON.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	White, circular.....	86	86	1859	D, Second order.		190
7	Front tower, white, square, open frame	29	25	1877	C	The depth of water in channel reported about 14 feet is not sufficient to make navigation safe in stormy weather.	191
10	White, square, wood	34	28	1877	C		
15	White, circular.....	90	85	1859	D, Second order.		192
13	White, square	40	28	1870	C		193
13	White, square, wood, with dwelling attached.	64	54	1877	C		194
20	White, square, wood.	46	28	1873	C	For guiding vessels through Mississaga Straits from either entrance.	195
12	White, circular.....	130	85	1859	D, Third order.		196
17	White, circular.....	86	85	1859	D, Second order.		197

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
198	COLLINGWOOD.....	Breakwater pier.....	44 31	0 80 2 10	One.....	F	Red	.....
199	CHRISTIAN ISLAND	S.E. part of island, 1 1/2 mile from mainland.	44 47 20	79 57 30	One.....	F	White	.....
200	GIN ROCK.....	Gloucester Bay.....	44 51 30	79 51 30	One.....	F	White	.....
201	PENETANGUSH'NE	On pier.....	44 48 30	79 54 5	One.....	F	White	.....
202	PARRY SOUND.....	Mink Island.....	45 22	0 80 12 45	One.....	F	White	.....
203	BYNG INLET.....	.....	45 44 12	80 27 30	One.....	F	White	.....
204	BUSTARD ROCKS	On W. end of Island, at entrance to French River.	45 53 30	80 55 5	Two.....	F	White	.....
		77 yards N.E. 1/2 E. from main light.	.....	.....		
205	FRENCH RIVER..	On an island W. side of mouth of river, distant from 2nd light 1 1/10 mile.	.....	.....	Two.....	F	White	.....
		E. side of river, 1,533 yds from 3rd light, and 1/2 mile from wharf at railway terminus.	.....	.....		

Lakes of the Dominion of Canada.

HURON.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
6	On framework.....	24	.....	1858	C.....	Not under Marine Department.....	198
8	White, circular.....	61	60	1859	D, Fourth order.	.....	199
10	White, square, wood.	36	.....	1875	C.....	For guiding vessels into Penetangishene and Midland Harbour.	200
8	White, square, wood.	20	18	1876	C.....	.....	201
16	White, square tower on dwelling.	56	40	1870	C.....	.....	202
.....	On woodwork.....	.....	60	1870	C.....	.....	203
11	On whitewashed framework.	36	25	1875	C.....	These two range lights should be kept in line until the two range lights in the river are likewise into line.	204
6	Painted red.....	26	15				
6	Whitewashed.....	16	10				
.....	.....	.....	.....	1875	C.....	.....	205
6	Whitewashed.....	33	27	.....	.....	.....	.....

List of Lights on the Coasts, Rivers and

LAKE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
206	LONELY ISLAND.....		45 33 30	81 15 48	One	F	White	
207	RED ROCK POINT.	One mile E. of Kil-larney.	45 58 40	81 16 30	Two	F	White	
208	PARTRIDGE ISLAND.	1 1/2 mile N.W. of Red Rock light.	45 59 20	81 19 50	One	F	White	
209	SHAFTSBURY, OR LITTLE CURRENT.		45 59 30	81 47 40	Two	F	White	
210	CLAPPERTON ISLAND.	N. point	46 3 0	82 5 0	One.....	F	White	
211	SULPHUR ISLAND..	W. end of Island.....	46 9 0	83 30 0	One	F	White	
212	THESSALON RIVER							

LAKE

213	POINT AUX PINS..	St. Mary's River, near the Sault.	46 28 30	84 40 50	One	F	White	
214	CORBAY POINT....	Batchewana Bay.....	46 54 0	83 50 30	One	F	White	
215	MICHIPICOTEN ISLAND.	S. point.....	47 42 15	86 1 35	One	F	White	
216	AGATE ISLAND ...	In Quebec Harbour, near Michipicoten Island Harbour.	47 42 50	86 2 10	One	F	White	

Lakes of the Dominion of Canada.

HURON.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
20	White, square.....	195	42	1870	C .....	.....	206
8	White, square, wood..	{ 80 20 }	{ 20 12 }	1866	C	At N. side of channel leading into Killarney Harbour.	207
5	White, square, wood.	30	20	1866	C .....	.....	208
6	White, square, wood.	{ 24 22 }	.....	1866	C	Range lights.....	209
8	White, square, wood.	.....	35	1866	C .....	.....	210
12	White, square, wood.	45	20	1867	C .....	.....	211
.....	Square, wood.....	.....	.....	.....	C .....	.....	212

SUPERIOR.

8	White, square, wood.	30	23	1873	C .....	.....	213
20	White, octagonal, wood, with dwelling attached.	77	63	1873	C .....	.....	214
18	White, square, wood.	56	32	1872	C	A fog bell here.....	215
10	White, square, wood.	32	20	1872	C .....	.....	216

List of Lights on the Coasts, Rivers and

L A K E

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
217	BATTLE ISLAND...	Entrance to Nepigon Bay.	48 45 27	87 46 13	One.....	Alt	Red and white	Greatest brilliancy every 1½ min.
218	LAMB ISLAND.....	Western entrance to Nepigon Bay.	48 36 25	88 22 15	One.....	F	White	.....
219	PORPHYRY POINT	Entrance to Black Bay, Edward Island, Algoma.	48 21 5	88 51 30	One.....	F	White	.....
220	THUNDER CAPE...	Algoma	48 18 30	89 10 0	One	Rev	White	.....
221	KAMINISTIGUIA....	On S. shore of river, between Fort William and mouth.	48 23 37	89 26 47	Two, front light 293 yds E.N.E. from back light.	F	White	.....

NEW BRUNSWICK GULF OF ST.

222	DALHOUSIE	S. side of entrance to harbour.	48 3 45	66 20 50	One	F	White	.....
223	HERON ISLAND....	Chaleur Bay	48 0 0	66 8 0	One	F	White	.....
224	BATHURST	On Alston Point.....	47 39 10	65 36 40	.....	F	Red and white	.....

Lakes of the Dominion of Canada.

SUPERIOR.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
16	White, square, wood.	105	36	1877	C		217
17	White, square, wood, with dwelling attached.	90	46	1877	C		218
16	White, square, wood.	56	36	1873	C	For general purposes of navigation, and for guiding vessels to Silvet Islet.	219
12	White, square, wood.	45	28	1874	C		220
10	White, square, wood, with dwelling attached.	30	30	1873 re-built 1876	} C	These two lights in one lead through the dredged channel at mouth of river.	221
8	Open frame.....	20	20	1873			

WICK.

LAWRENCE.

13	White, square, wood.	49	33	1870	C	Seen from all points of approach.	222
12	White, square, wood.	66	20	1875	C	Visible from all points seaward...	223
10	White, hexagonal.....	} 31½ 27 }	.....	1871.	C	These beacon lights, when in range, guide vessels into the harbour. Inner light is the higher, and shows red; outer light white.	224

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK
GULF OF ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
225	CARAQUET	On island, Bay of Chaleur.	47 49 40	65 54 0	One	F	White	.....
226	GOOSE LAKE.....	W. side of Miscou Island.	47 55 43	64 35 40	One	Rev	White	Every minute.
227	SHIPPEGAN.....	On island in harbour.	47 43 0	64 38 0	One	F	White	.....
228	MISCOU ISLAND...	Birch Point	48 1 0	64 29 25	One	F	Red	.....
229	POKEMOUCHÉ.....	.....	47 40 5	64 45 5	One	F	Green	.....
230	NORTH TRACADIE	One on N. side of gully, the other outside of bar.	47 33 14	64 51 35	Two	F	White	.....
231	SOUTH TRACADIE	N. side of gully	47 30 0	64 52 10	Two, back light 166 yards N. from fr'nt one.	F	Front one white and back one red	.....
232	TABUSINTAC.....	Crab Island	47 18 54	64 59 30	Two	F	One red & one white	.....

Lakes of the Dominion of Canada.

WICK.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
14	White, square tower on dwelling.	52	48	1870	C		225
10	White, square, wood.	40	28	1875	C	Complete revolution every two minutes.	226
11	White, square, wood.	32	20	1872	C		227
12	White, octagonal, wood.	79	74	1856	C	A steam fog whistle placed in the year 1875, and situated 107 yards E. from lighthouse, sounds in thick weather, fogs and snow storms twice in each minute, giving a blast of five seconds duration at a time, with an interval of twenty-five sec.	228
8	White, square, wood, with dwelling attached.	35	37	1876	C		229
12	{ White, square, wood { Open frame.	39	20	1872	} C	Coast and harbour range lights...	230
		30	20	1875			
8	{ Front building, an open framed tower, painted white. { Back building, an enclosed square tower, painted red.	20	19	1877	C	Vessels crossing the bar from sea should steer N., keeping the lights in range. Width of bar, two cable lengths.	231
		26	26				
7	White, square, wood.	30	20	1873	C	Coast and harbour range lights...	232

List of Lights on the Coasts, Rivers and

NEW BRUNS

GULF OF ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F. ; Fl. ; F. & Fl. ; Rev. ; Int. ; Alt.	Colour of Light.	Interval of Revolution or Flash.
233	NEGUAC .....	.....	47 17 47	65 3 20	Two	F	White .....	.....
234	PORTAGE ISLAND.	On S. point of Island.	47 9 50	65 2 40	One.....	F	White .....	.....
235	OAK POINT.....	Miramichi Bay	47 7 40	65 15 10	Two, $\frac{1}{2}$ mile apart.	F	White .....	.....
236	SHELDRAKE ISLAND.	Miramichi Bay	47 6 50	65 18 0	Two, $\frac{1}{2}$ mile apart.	F	White .....	.....
237	MIDDLE ISLAND..	Miramichi River.....	47 0 3	65 19 9	One.....	F	White .....	.....
238	} Fox ISLAND..	N.W. point of Island..	47 8 10	65 2 30	Two, $\frac{1}{2}$ mile apart.	F	White .....	.....
239		E. end of Island	47 6 50	65 0 10	Two	F	White .....	.....
240	MIRAMICHI BAY LIGHTSHIP.	Horseshoe Bar, between Fox and Portage Islands.	47 8 0	65 3 0	One.....	F	Red .....	.....
241	ESCOMINAC.....	On point	47 4 32	64 47 30	One.....	F	White .....	.....

Lakes of the Dominion of the Canada.

WICK.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
11	White, square, wood.	35	20	1873	C	Coast and harbour range lights, situated N.E. side of gully.	233
12	White, wood	46	42	1869	C .....	.....	234
10	White, wood.....	40 60	}	1869	C	Beacons.....	235
9	.....							48	1873	C .....	Beacons.....	236
7	White.....	45		1874	C	Beacons.....	237
10	White, wood.....	50			C	Beacons to guide vessels thro' the Swashway Channel.	238
10	White, wood.....	30		1872	C .....			239
8	.....	35		1873	C	A schooner-rigged ship.....	240
14	White, wood.....	70	58	1841	D, Third order.	A steam fog whistle, situated 100 yds W. of the lighthouse, sounds in thick weather, fogs and snow storms, ten seconds in each minute, with an interval of fifty seconds between each blast. In calm weather, or with the wind, it should be heard from nine to eleven miles; and in stormy weather, or against the wind, from three to six miles.	341

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK

GULF OF ST. LAWRENCE

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
242	GRANT'S BEACH..	Miramichi Bay	47 5 30	65 28 10	Two, bearing S.W. and N.E. from each other.	F	White	.....
243	PRESTON BEACH..	Miramichi Bay	47 4 50	65 54 40	Two	F	White	.....
244	RICHIBUCTO.....	On headland	46 39 40	64 42 30	One	F	White	.....
245	CASSIE'S POINT...	On point.....	46 19 15	64 30 20	One	Rev	White	Every $\frac{1}{2}$ min...
246	SHEDIAC ISLAND..	.....	46 15 20	64 31 50	Two	F	White	.....
247	SHEDIAC HARBOUR	Duchéne Wharf.....	46 14 20	64 31 0	One	F	White	.....
248	JOURIMAIN	On cape.....	46 10 0	63 48 30	One	F	White	.....

PRINCE EDWARD

249	NORTH POINT....	On point.....	47 3 46	63 59 10	One	Rev	White	Every minute.
-----	-----------------	---------------	---------	----------	-----------	-----	-------	---------------

Lakes of the Dominion of Canada.

WICK.—Continued.

LAWRENCE.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10	White	{ 120 } 140	.....	1869	C	Beacons	242
10	White	{ 55 } 66	.....	1869	C	Beacons	243
14	White, square.	70	50	1864	D, Fourth order.	.....	244
14	White, square, wood.	40	27	1872	C .....	.....	245
10	White	{ 48 } 56	.....	1869	C	Beacons.....	246
6	On a pole.....	15	.....	1860	C	Not under Marine Department....	247
15	White, octagonal....	72	45	1870	C	Visible from S.E. round by N. to W	248

WARD ISLAND.

14	White, octagonal....	80	60	1866 re- built 1875	C	249
----	----------------------	----	----	------------------------------	---------	-------	-----

List of Lights on the Coasts, Rivers and

PRINCE EDWARD

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
250	WEST POINT.....	On sand beach.....	46 37 30	64 23 10	One.....	Rev	Red and white	One red and three white flashes in 1½ min. Greatest brilliancy ev'ry 22½ sec.
251	SUMMERSIDE.....	Railway wharf, Be- deque Bay.	46 23 25	63 47 30	One.....	F	White	.....
252	SEA-COW HEAD..	Or Salutation Head...	46 19 10	63 48 20	One.....	F	White	.....
253	CRAPAUD.....	.....	46 13 0	64 8 0	One.....	F	White	.....
254	BLOCKHOUSE POINT.	At W. side of entrance to Charlottetown Harbour.	46 11 36	63 7 28	Two, in one tower, 21 feet apart vertically	F	Upper white, lower red	.....
255	POINT PRIM.....	S.E. extremity of Hillsborough Bay, 100 yards from the point.	46 3 10	63 2 0	One.....	F	White	.....
256	WOOD ISLAND....	Off S. point.....	45 57 22	62 44 30	One.....	F	White	.....
257	LITTLE SANDS ...	About a mile E. of Little Sands Village	45 57 53	62 39 0	One.....	F	Red	.....

Lakes of the Dominion of Canada.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
13	Broad red and white horizontal bands, square, wood.	66	67	1876	C		250
10	Square tower on roof of railway freight shed.	33	30	1856 re-built 1877	C	It is intended to establish another light behind this one to form a range.	251
15	White, octagonal.....	88	60	1863	C		252
3	Post.....	30			C		253
12 W	White, square, wood, with dwelling and signal mast attached.	56	42	1851 re-built 1876	C	The lower light is a streak from a window of the tower, showing only towards the bell buoy. Vessels entering, on coming into this streak, should steer for the light until they make the bell buoy. They should then steer N. by E. $\frac{3}{4}$ E. for $2\frac{1}{4}$ miles, when the port buoy will be made. They should then steer for the entrance to the harbour N. $\frac{1}{4}$ E.	254
3 R		35					
12	White, circular, brick	68	55	1846	C	Bell buoy on E. side of channel, black buoy on W. side, $2\frac{1}{4}$ N. by E. $\frac{3}{4}$ E. from bell buoy harbourward.	255
15	White, square, wood, with dwelling attached.	80	40	1876	D, Fourth order.		256
5	In gable window of a house.	50	20	1877	C	For guidance of fishing boats.....	257

List of Lights on the Coasts, Rivers and

PRINCE EDWARD

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
258	MURRAY HARBOUR	One on edge of sand bar, S. side of harbour; the other on mainland, about a mile W. by S. from front light.	46 1 28	62 28 25	Two, 1 mile apart.	F	White	.....
259	PANMURE HEAD	S.E. extremity of Cardigan Bay.	46 8 55	62 27 40	One	F	White	.....
260	GEORGETOWN	St. Andrew Point	46 9 57	62 31 23	One	F	Red seaward	.....
261	EAST POINT	200 yds inshore from S. part of point.	46 27 9	61 58 15	One	F	White	.....
262	ST. PETERS	On sand beach, W. side of channel, 126 yards N.E. by N. of back light.	46 26 30	62 44 30	Two	F	White	.....
263	TRACADIE	On beach, W. side of channel, 233 yards N.E. by N. from back light.	46 25 20	63 2 30	Two	F	Red {
264	SOUTH OR LITTLE RUSTICO.	S.E. end of Robinson's Sound, about 3 miles S.E. of Grand Rustico.	46 26 25	63 13 38	Two	F	White	.....
265	NORTH OR GRAND RUSTICO.	W. side of entrance to harbour.	46 27 28	63 17 0	Two, in one tower, 16 feet apart vertically	F	Upper white, lower red {

List of Lights on the Coasts, Rivers and

PRINCE EDWARD

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
266	NEW LONDON	W. side of entrance to Grenville Harbour.	46 31 10	63 28 45	Two, in one tower, 16 feet apart vertically	F	Upper red, lower white	.....
267	FISH ISLAND	Entrance to Malpeque or Richmond Bay, on inside of Island.	46 34 44	63 42 29	Two, 400 yds apart, E. by S. & W. by N.	F	White	.....
268	LITTLE CHANNEL	Or Conway Inlet, N. side.	46 40 0	63 52 40	Two, 66 yds apart.	F	White	.....
269	CASCUMPEC.....	S.W. part of Sandy Island.	46 48 22	64 2 15	Two, 218 yds apart E. by S. & W. by N.	F	Main white, range red	.....
270	BIG TIGNISH	Front light on outer end of breakwater, on N. side of entrance to harbour. Back light on shore, at S. side of entrance.	46 57 27	63 59 20	Two, 345 yds apart E. & W.	F	White	.....

Lakes of the Dominion of Canada.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10 3	White, square, wood, with dwelling attached.	40	35	1876	C	The lower light is a streak shown from a window, 16 feet below the main light, and can be seen only when vessels are in range with the channel.	266
		24					
12	White, square, wood, with dwelling attached.	50	46	1856 re-built 1876	C	The main light is a sea-light. The smaller one, in range with it, shows the channel over the bar.	267
6	Open framework, lantern white.	18	22	1876			
10	White, square, wood,	26	30	1872 buildings erected 1876	C	In one, lead through channel at entrance to harbour.	268
8	Open framework, lantern white.	16	20				
12	White, square, wood, with dwelling attached.	45	41	1856 re-built 1876	C	The main light is a sea-light. The smaller one, in range with it, shows the channel over the bar.	269
6	Open framework, lantern white.	18	22	1876			
6	Lanterns on masts	Front 17 Back 26	17 27	1877	C	In one, lead through channel at entrance to harbour.	270

List of Lights on the Coasts, Rivers and

NOVA
GULF OF ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
271	PUGWASH.	In harbour	45 52 30	63 40 20	One	F	Red seaward, white t'w'ds harbour.	.....
272	MULLIN POINT...	N. side of entrance to Wallace Harbour, Cumberland County.	45 49 45	63 25 15	One	F	White .....	.....
273	AMET ISLAND.....	Centre of Island, Northumberland Straits.	45 50 15	63 10 10	One	F	White .....	.....
274	CARIBOU ISLAND..	N.E. part of Island ...	45 46 0	62 42 20	One	Rev	White	Every minute..
275	PICTOU	S. point of entrance to harbour.	45 41 30	62 39 30	Two, vertical, 25 ft. apart.	F	Upper white, lower red	.....
276	PICTOU ISLAND...	S.E. point.....	45 49 10	62 30 30	One	F	White .....	.....
277	CAPE ST. GEORGE	N. side of Cape.....	45 52 30	61 54 40	One	Rev	White	Every $\frac{1}{2}$ min..
278	POMQUET ISLAND.	N.E. end of Island, in St. George's Bay.	45 39 40	61 44 30	One	F	Red .....	.....
279	NORTH CANSO....	N. entrance, W. side, 120 yards inshore.	45 41 40	61 29 10	One	F	White .....	.....

Lakes of the Dominion of Canada.

SCOTIA.

LAWRENCE.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height, in feet of centre of lantern above high water mark.	Height, in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
8	White, square.	48	44	1871	C.		271
11	White, square, wood.	39	25	1873	C.	For guiding vessels in and out of harbour.	272
10	White, square, wood.	44	26	1868	C.	Visible round horizon.	273
10	White, square.	35	26	1868	C.		274
11	Striped red and white vertically, octagonal, wood.	65	55	1834	C.	Lighted when navigation is open. A small red light is seen below lantern; by keeping light W.S. W. vessels clear the E. reefs off Pictou Island.	275
12	White, square.	52		1853	C.		276
25	White, square.	350	39	1861	C.		277
9	White, square.	50	23	1868	C.	Obscured on easterly bearings.	278
18	White, square, wood. Lantern on dwelling.	110	35	1842	C.	There is good anchorage under the light when the wind is off here.	279

List of Lights on the Coasts, Rivers and

NOVA
CAPE BRETON

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
280	PORT HOOD.....	S.E. side of entrance to harbour.	46 0 0	61 31 40	One	F	Red north, white south	.....
281	MARGAREE	Summit or middle of Sea Wolf Island.	46 21 30	61 15 30	One	F	White	.....
282	CHETICAMP	Near S. end of Island	46 36 30	61 3 10	One	Rev	White	Every 45 sec...
283	CAPE NORTH.....	On Money Point, 1 mile S.E. from Cape North.	47 2 10	60 23 30	One	Rev	Red and white	Every 45 sec...
284	INGANISH.....	On Island.....	48 41 20	60 20 0	One	F	White	.....
285	ST. ANN HARBOUR	On N. point* of beach.	46 17 30	60 32 15	One	F	White	.....
286	BIRD ISLAND	Ciboux Island, $\frac{1}{2}$ mile from N. end.	46 23 10	60 22 30	One	Rev	Red	Every minute..
287	McKENZIE POINT.	N. side of Bras d'Or Lake, about 2 miles S.W. of Port Bevis.	46 7 15	60 39 0	One	F	White	.....
288	KIDSTON ISLAND..	On N.E. point, at entrance to Baddeck Harbour, N. side of Bras d'Or Lake.	46 5 58	60 44 20	One	F	Red	.....

Lakes of the Dominion of Canada.

SCOTIA.

ISLAND.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10	White, square.....	55		1854	C		280
21	White, square.....	298		1854	C	To vessels in dangerous proximity to the island the light may become obscured by the abrupt cliffs on the sides of the island.	281
20	White, square, wood.	149	24	1872	C		282
15	White, square, wood.	74	26	1875	C	Coast light; makes a complete revolution every $1\frac{1}{2}$ minute.	283
20	White, square.....	237	40	1871	D, Fifth order.		284
8	White.....	24	30	1871	C	The light exhibited to find entrance through on a dark night	285
14	White, octagonal....	77	33	1863	C		286
11	White, square, wood.	95		1874	C	For guiding vessels through Bras d'Or Lake.	287
7	White, square, wood.	31		1875	C		288

List of Lights on the Coasts, Rivers and

NOVA
CAPE BRETON

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
289	GRAND NARROWS	On Uniacke Point, N. side of channel, Barra Straits.	45 58	0 60 48 0	One	F	White	.....
290	CAPE GEORGE.....	S. side of Bras d'Or Lake, W. side of entrance to St. Peter's Inlet.	45 44 28	60 48 20	One	F	White	.....
291	BLACK ROCK POINT.	S. side of entrance to Big Bras d'Or.	46 18 30	60 23 30	One	F	White	.....
292	POINT ACONI.....	On high cape, N. side of entrance to Little Bras d'Or.	46 20 30	60 17 10	One	F	Red	.....
293	SYDNEY BAR	On W. end of S. bar..	46 12 40	60 12 40	One	F	Red	.....
294	LOW POINT.....	Flat Point, E. side of Spanish Bay.	46 16 30	60 7 30	One	F	White	.....
295	LINGAN HEAD....	N. side of entrance to Bridgeport Harbour	46 14 10	60 2 40	One	F	Red	.....
296	FLINT ISLAND.....	On Island	46 11	0 59 46 50	One	Rev	White	Every 15 sec..
297	SCATTERIE	N.E. point on Trap Rock.	46 2 15	59 40 15	One	Rev	White	Visible a minute, eclipsed half a minute

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
10	White, square, wood.	29	20	1874	C	For guiding vessels through Barra Straits and navigating the Little and Great Bras d'Or Lakes.	289
12	White, square, wood.	50	20	1875	C	To guide vessels through St. Peter's Inlet.	290
.....	White, square.....	45	23	1868	C .....	.....	291
11	White, square, wood.	91	20	1874	C	For guiding vessels into Little Bras d'Or.	292
10	White, square, wood.	30	20	1872	C .....	.....	293
14	Vertical red & white stripes, octagonal.	70	51	1832	C .....	.....	294
10	White, square, wood.	50	20	1874	C	For guiding vessels into Bridgeport Harbour.	295
12	White, octagonal.....	65	43	1856	C	Visible around horizon.....	296
15	White, octagonal.....	90	70	1839	C	The light should never be brought to bear to eastward of N.N.E., or to southward of S.S.W., nor approached nearer than 1½ mile. A boat is here to render assistance.	297

List of Lights on the Coasts, Rivers and

NOVA
CAPE BRETON

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
298	MAINADIEU.....	On S. side of W. point of Scatterie Island.	46 0 30	59 47 30	One.....	F	Red	.....
299	LOUISBURG.....	N. side of entrance to harbour, 120 yards inshore of point.	45 54 30	59 57 15	One.....	F	White	.....
300	GUION ISLAND....	About 230 yards from W. end of Island.	45 46 10	60 6 20	One.....	Rev	Red	Attains its greatest brilliancy every 30 sec.

NOVA

301	OUETIQUE ISLAND	On S. point.....	45 36 40	60 57 15	One.....	F	Red	.....
302	CAPE LA RONDE..	W. side of entrance to Peter's Bay.	45 34 45	60 53 0	One.....	F	White	.....
303	GREEN ISLAND ...	Summit of Island.....	45 28 50	60 53 40	One.....	Rev	Red and white	Alternate every 45 sec.
304	PETITDEGRAT	On Big Arrow Rock, S.E. of Madame Island.	44 29 25	60 57 50	One.....	F	Red	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

ISLAND.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
.....	White, square, wood.	90	40	1871	C .....	.....	298
16	White, with a black vertical stripe on dwelling.	85	25	1842	C .....	.....	299
12	White, square, with dwelling attached.	74	54	1877	C .....	.....	300

SCOTIA.

9	White, square, wood, with dwelling attached.	78	28	1874	C	For guiding vessels through Lennox Passage.	301
14	White, square, wood, with dwelling attached.	92	28	1874	C	For guiding vessels into St. Peter's Bay.	302
14	White, square, wood. Light, centre of Keeper's dwelling.	70	31	1865	C	Visible around horizon.	303
10	White, square, with dwelling attached.	38	31	1877	C .....	.....	304

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
305	ARICHAT.....	Marache Point, S. entrance to Madame Island.	45 29 0	61 1 50	One.....	F	White	.....
306	JERSEYMAN ISLAND.	Arichat Harbour.....	45 30 20	61 3 0	One.....	F	Red	.....
307	CERRINGTON'S HEAD.	On the N. extremity..	45 30 40	61 6 0	One.....	Rev	White	Every 40 sec..
308	POINT TUPPER....	Ship Harbour, or Port Hawkesbury.	45 36 40	61 22 0	One.....	F	Red	.....
309	SAND POINT.....	Or Eddy Point, S. entrance.	45 31 30	61 14 40	Two, horizontal, 24 feet apart	F	White	.....
310	GUYSBOROUGH HARBOUR.	W. side of entrance, near Peart Point, Chedabucto Bay.	45 22 50	61 29 10	One.....	F	White	.....
311	CANSO HARBOUR.	On Hart or Cutler Island.	45 21 0	60 58 30	One.....	F	Red	.....
312	SABLE ISLAND....	1½ mile from E. end...	43 58 30	59 46 0	One.....	F	White	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane of lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
8	White, square, wood.	34	25	1851	C .....	.....	305
11	White, square, wood.	39	28	1872	C	There is also a range beacon on the S.E. point of Jerseyman Island that marks Hautfond Shoal off the entrance to Arichat Harbour.	306
10	White, square, wood.	29	20	1874	C	For guiding vessels into Little or West Arichat.	307
7	White, square.	44	24	1870	C	In consequence of the intervention of the land on the S. side, can only be seen 3 miles in that direction.	308
8	White, with a black diamond, square, wood.	25 each	.....	1851	C	Lights in windows at each end of building.	309
8	White, square, wood.	30	20	1864	C .....	.....	310
12	White, square, wood.	42	28	1872	C .....	.....	311
18	White and brown alternately, octagonal.	128	86	1873	D, Second order.	.....	312

List of Lights on the Coasts, Rivers and

NOVA

No	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
313	SABLE ISLAND.....	W. end.....	43 57	0 60 8 0	One.....	Rev	White	Revolves in 3 min., showing 3 flashes at intervals of $\frac{1}{2}$ a minute, then a cessation of light during $1\frac{1}{2}$ minute in each revolution.
314	CANSO CAPE.....	N. part of Cranberry Island.	45 19 50	60 55 30	Two, in one tower, vertically, 36 feet apart.	F	White	.....
315	WHITEHEAD ISLAND.	S.W. extremity of Island, Guysboro' County.	45 12	0 61 8 15	One.....	Rev	White	Eve
316	TORBAY	On eastern point of Berry Head, W. side of entrance to bay, Guysboro' County.	45 11 37	61 18 35	One.....	F	Red to seaward, white to northward.	.....
317	COUNTRY HARBOUR.	On Green Island, Guysboro' County.	45 6 15	61 32 30	One.....	F	White	.....
318	ISAAC HARBOUR..	On Holly Point, W. side of entrance to harbour.	45 10 15	61 39 0	Two, vertically, 20 feet apart	F	White	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet in centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
18	White, octagonal, wood.	123	98	1873	C	In thick and foggy weather and snow storms, a steam fog whistle is sounded eight seconds in each minute, leaving an interval of 52 seconds between each blast. The whistle will probably be heard in calm weather or with the wind from 10 to 15 miles, and in stormy weather or against the wind from 3 to 6 miles.	313
Upper 15, Lower, 9.	Horizontally striped red and white, octagonal, wood.	75	60	1815	C	A steam fog whistle, about 100 yards S. of the lighthouse, in thick weather sounds a blast of eight seconds in each minute.	314
		40					
11	Pyramidal, wood, octagonal lantern.	55	35	1854	C	Light not totally obscured during the eclipses; 10 seconds duration of flash, and 10 seconds eclipse.	315
10	White, with vertical red stripes, square, wood.	51	36	1876	C	Shows white to northward into bay and towards Molasses Harbour. Top of lantern painted black.	316
14 to 16	White, square, wood.	51	28	1873	C	Coast light, and to guide vessels frequenting Country and Fisherman's Harbours.	317
9	White, square, wood.	80	20	1874	C		318

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
319	LISCOMB	On Island.....	44 59 20	61 57 50	One.....	Alt	Red and white	Every 2 min...
320	BEAVER ISLAND..	S.E. part of East Beaver or William Island.	44 48 10	62 20 30	One	Rev	White	Every 2 min...
321	POPE'S HARBOUR.	On W. point of Harbour Island.	44 47 40	62 38 50	One	F	Red	.....
322	EGG ISLAND	Centre of Island	44 39 50	62 51 32	One	Alt	Red and white	Every minute.
323	DEVIL ISLAND	On S. point of Island	44 34 50	63 27 15	Two, horizontally, E. $\frac{1}{2}$ N. & W. $\frac{1}{2}$ S., 175 yards apart.	F	White	.....
324	MEAGHER BEACH.	Sherbrook Tower, E. side of entrance to Halifax Harbour.	44 36 0	63 31 50	One	F	White	.....
325	GEORGE ISLAND..	On W. side of Island, in Halifax Harbour.	44 38 30	63 33 20	Two, 20 feet apart, vertically.	F	White	.....

Lakes of the Dominion of Canada

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre of lantern above high water mark	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	White, square, wood.	64	28	1872	C		319
12	White, with two black balls to seaward, S.S.W.	70	35	1846	C	On dwelling.....	320
9	White, square, wood, with dwelling attached.	45	37	1877	C		321
15	Black and white vertical stripes on seaward side, octagonal, wood.	80	45	1865	C	Visible around horizon.....	322
13	Both white, octagonal, wood.	E 59	E 53	1877	C	Pilots are stationed here. The Eastern light open to Southward of Western, clears to Southward of Thrumcap Shoal.	323
		52	W 45	1852			
12	White, with red roof, granite.	58	48	1815	C	When Sambro Light bears W.S. W., this light should not be brought to the westward of north, which clears the Thrumcap Shoal. A fog bell here.	324
.....	Drab, square, wood...	One 50 feet and the other 30 feet ab'v'e high w'tr.	21	1876	C	Lights show seaward on the south, and into the harbour on the north side. On the W. side the upper light only can be seen. Vessels going into Halifax Harbour, passing Meagher's Beach, keep the light on the starboard bow; the light is for the purpose of guiding vessels in and out of the harbour through the channel W. of the island. These lights open to westward of Meagher Beach, clear the westward of Thrumcap Shoal.	325

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
326	CHEBUCTO HEAD.	W. side of entrance to Halifax Harbour.	44 30 20	63 30 50	One	Rev	White	Every minute..
327	SAMBRO.....	Middle of Island.....	44 26 10	63 33 30	One	F	White	.....
328	BETTY ISLAND....	On Brig Point, near Prospect.	44 26 22	63 45 54	One	Rev	Red	Greatest brilliancy every two minutes
329	PEGGY POINT....	E. side of entrance to Margaret's Bay.	44 29 30	63 55 0	One	F	Red	.....
330	MARGARET'S BAY	On Green Island, Lunenburg County	44 23 0	64 2 45	One	Alt.	Red and white	Every $\frac{1}{2}$ min..
331	CHESTER.....	E. Ironbound Island, a little to eastward of centre of Island, in Mahone Bay.	44 26 10	64 4 50	One	F	White	.....
332	HOBSON'S NOSE...	Mahone Bay	44 25 0	64 13 46	One	F	Red	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
18	White, square, wood.	132	22	1872	.....	Automatic signal buoy placed Lat. 44° 31' 42" N., Long. 63° 29' 28" W., in 21 fathoms water, N.E. $\frac{1}{2}$ E. $1\frac{1}{2}$ mile from Chebucto Head. Sounds a 10-inch whistle.	326
20 or 21	White, octagonal....	115	69	1758	C	A steam fog whistle, erected on S. side of island, and elevated 90 feet above high water, in thick weather, fogs and snow storms, sounds each minute a blast of 10 seconds' duration. Guns formerly in use, discontinued.	327
14	White, with two horizontal red bands, square, wood, dwelling attached.	75	54	1875	C	Coast light.....	328
.....	White, square.....	65	26	1868	C	Lantern on dwelling.....	329
.....	White, square, wood, with dwelling attached.	.....	28	.....	C	Coast light.....	330
16.	White, oblong tower on dwelling, wood lantern.	150	46	1871	D.....	Seen from all points of approach; the lantern alone is visible, building hidden by trees.	331
11	White, square, wood.	68	29	1872	C .....	.....	332

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
333	CROSS ISLAND....	E. point, Lunenburg Bay.	44 18 45	64 10 0	Two, vertical, 45 ft. apart	{ Upper Int. Lower F. }	White	Every min... }
334	BATTERY POINT..	Lunenburg.....	44 21 45	64 17 30	One.....	F	White	.....
335	WEST IRONBOUND ISLAND.	Near Cape Lahave, mouth of Lahave River.	44 13 45	64 16 20	One	Rev	White	Every 30 sec...
336	LAHAVE	On Fort Point.....	44 17 20	64 21 0	One.....	F	Red	.....
337	MESER ISLAND....	On Island, W. side of entrance to Lahave River.	44 14 15	64 18 50	One	F	Red	.....
338	MEDWAY HEAD...	Port Medway, W. side of entrance.	44 16 10	64 32 15	One	F	White	.....
339	COFFIN ISLAND...	S. Point, Liverpool Bay.	44 2 0	64 37 30	One.....	Rev	White	Every 2 min. : light, 30 sec.; dark, 90 sec.
340	BROOKLYN PIER..	On end of breakwater, Liverpool.	44 2 45	64 41 15	One.....	F	White sea-ward, green t'w'ds harbour.	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
Upper 14, Lower 6.	Red, octagonal base.	100	53	1832	C	Pilots resort here; and vessels may take refuge in case of necessity. Upper, bright, 45 seconds; dark, 15 seconds.	333
		65					
11	White, square tower on dwelling.	50	24	1864	C		334
13	White, square.	72	29	1855	C	Near edge of cliff, 40 feet high.	335
8	White, square, wood.	48	35	1876	C		336
8	White, square.	55	26	1868	C		337
10	White, square, with black square seaward.	44	23	1851	C	Like a dwelling-house.	338
16	Horizontal stripes, red and white, eight in number, octagonal.	65	50	1812	C		339
3	A lantern exhibited from end of pier.						340

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
341	FORT POINT.....	Liverpool Bay, S. entrance.	44 2 30	64 42 20	One	F	Red	.....
342	PORT MOUTON ...	N.E. Point, Spectacle Island, Queen's County.	43 55 0	64 48 0	One	F	Red	.....
343	LITTLE HOPE.....	Nearly on centre of Island.	43 48 30	64 47 15	One	Rev	Red	Every minute..
344	PORT HERBERT.....	On Shingle Point, E. side of harbour.	43 48 40	64 55 30	One	F	Red	.....
345	CARTER ISLAND ..	Rugged Island Harbour.	43 42 15	65 5 30	One	F	Red	.....
346	RUGGED ISLAND ..	Gull Rock.....	43 39 15	65 5 50	One	F	White	.....
347	SAND POINT.....	At E. side of entrance to Shelburne Harbour.	43 41 15	65 19 0	One	F	Red	.....
348	CAPE ROSEWAY ..	Near S.E. point of MacNutt Island, Shelburne Harbour	43 37 15	65 15 45	Two, vertical, 21 yds apart	.....	White	.....
349	NEGRO ISLAND ...	On N. side	43 30 54	65 20 58	One	Rev	White	Red and white every min.

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
7	White, square.....	30	17	1855	C.....	Left on port side when entering the harbour.	341
11	Square, wood.....	47	20	1873	C.....	For guiding vessels into harbour	342
12	White, square.....	40	26	1865	C.....	Centre of keeper's dwelling; visible around ahorizon.	343
10	White, square, wood.	33	29	1872	C.....	.....	344
11	White, square, wood.	66	29	1872	.....	.....	345
10	White, square.....	56	31	1853	C.....	.....	346
11	White, square, wood.	67	20	.....	C.....	For guiding vessels into harbour, and to mark the dangers of Sand Point.	347
Upper 18, Lower 10.	Vertical stripes, black and white, octagonal.	120	77	1788	C.....	.....	348
		65		rep'rd 1858			
12	White, square, wood.	48	29	1872	C.....	For guiding vessels in and out of Clyde River, or Negro Harbour.	349

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
850	BACCARO	On W. side of entrance to Barrington Harbour.	43 26 54	65 28 12	One	F	Red	.....
351	BARRINGTON B. BAY LIGHTSHIP .....	.....	43 31 5	65 34 25	One	F	White	.....
352	CAPE SABLE	On Cape	43 23 19	65 37 11	One	Rev	White	Bright, 15 sec.; dark, 25 sec.
353	STODDART ISLAND	On N.W. point of Island.	43 28 30	65 43 10	One	F	Red	.....
354	BON PORTAGE ISLAND.	On S. Point.....	43 27 16	65 44 39	One	Rev	Red	Every minute.
355	PUEBICO HARBOR	Beach Point, E. side of entrance, 120 yds from low water mark.	43 35 45	65 46 54	One	F	White	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
10	White, square, with black ball seaward.	49	35	1850	C .....	.....	350
.....	Hull and spars painted red, with word "Barrington" in white letters on both sides.	.....	30 above deck.	1875	.....	Moored in six fathoms at low water; Wessex' Ledge, bearing S.W. by W. $\frac{1}{2}$ W., distant $\frac{3}{4}$ mile; Baccaro Light, bearing S.S.E. $\frac{1}{4}$ E., distant $6\frac{1}{2}$ miles; and Bantam Rocks, bearing S. by E. $\frac{1}{4}$ E., distant $6\frac{1}{2}$ miles. To guide vessels into Barrington East Bay, and through Barrington Passage.	351
12	White, octagonal.....	53	50	1861	C	A steam fog whistle on southern point of Cape, elevated about 40 feet above high water, sounds in thick weather, fogs and snow storms a blast of ten seconds' duration each minute, with an interval of fifty seconds between each blast.	352
9	White, small square tower	22	.....	.....	C	To guide vessels into the anchorage of Stoddart Harbour and Shag Harbour Sound.	353
12	White, square, wood.	46	28	1874	C	For guiding vessels into Barrington West Bay and Shag Harbour.	354
8	White, square.....	28	20	1854	C	Open westward of St. John's Island, bearing N.E. by N. clears the ledge; in making harbour from any other direction, the light must be brought to the northward of E.N.E. before it can be steered for to avoid shoal spot off St. Ann's Point.	355

List of Lights on the Coasts, Rivers and

NOVA

No.	Name of Light.	Place.	Latitude	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
356	ARGYLE	On S. point of Whitehead Island, Yarmouth County.	43 39 40	65 52 4	One	F	Red	.....
357	TUSKET RIVER....	Big Fish Island, S.W. point.	43 42 10	65 57 15	Two, horizontal, 8 yds apart	F	White	.....
358	SEAL ISLAND	S. point, $\frac{1}{2}$ mile inland	43 23 34	66 0 52	One	F	White	.....
359	YARMOUTH OR CAPE FOURCHU	E. Cape, S. point.....	43 47 28	66 9 21	One	F	White	Every minute and 45 sec.; light $1\frac{1}{4}$ min., dark $\frac{1}{2}$ min.

BAY OF

360	BUNKER'S ISLAND.	On end of reef, off S. W. point of Island, E. side of entrance to Yarmouth Harbour.	43 48 30	66 8 45	One	F	Red
-----	------------------	---	----------	---------	-----------	---	-----	-------

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
12	White, square, wood, with dwelling attached.	115	28	1874	C	For guiding vessels into Argyle Harbour.	356
12	White, square, wood.	50	23	1864	C	Visible seaward; in windows each end of a dwelling-house.	357
18	White, octagonal.....	98	60	1830	D, Second order.	The Blond Rock lies S. by W., $3\frac{1}{2}$ miles from lighthouse. A fog whistle near lighthouse, during fogs and snow storms sounds in each minute a blast of 5 seconds' duration, and after an interval of five seconds gives another blast of five seconds, with an interval of 45 seconds.	358
18	Vertical stripes, red and white, octagonal tower.	117	59	1839	C	Fog whistle on W. side, sounds in fogs and snow storms 10 seconds in every minute.	359

FUNDY.

10	The lantern on a dwelling-house, built on a wooden pier.	27	1874	C	A red beacon light, for the purpose of guiding vessels into the harbour. Visible from the southward between the bearings of N.E. by N. and N. $\frac{1}{2}$ E. It can also be seen over Stanwood's Beach when bearing from S. $\frac{1}{2}$ E. to S.E. $\frac{1}{2}$ E., but cannot be run for on these bearings, the only entrance to the harbour being through Yarmouth Sound and round Cape East.	360
----	--	----	-------	------	---------	--	-----

List of Lights on the Coasts, Rivers and

NOVA

BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	Fl.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
361	CAPE ST. MARY.	E. side of Bay.....	44 5 20	66 12 40	One	Alt	Red and white	Every 30 sec...
362	METRCHAN RIVER	At extreme end of breakwater.	44 13 43	66 8 12	One	F	Green	.....
363	CHURCH POINT...	E. side of St. Mary's Bay, Digby County.	44 19 55	66 7 35	One	F	Red	.....
364	SISSIBOO	S. side of entrance to river.	44 26 30	66 1 15	One	F	White	.....
365	WESTPORT	Peter's Island, entrance to Grand Passage.	44 15 30	66 20 20	Two, horizontal, 24 feet apart	F	White	.....
366	BRIER ISLAND	N.W. Point	44 14 57	66 23 30	One	F	White	.....
367	BOAR'S HEAD.....	17 yards from edge of cliff.	44 24 16	66 13 0	One	Alt.	Red and white	Every minute..

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
17	White, octagonal.....	103	43	1868	C		361
6	Vertical red stripes on seaward side, lantern painted black.	23	21	1875	C	Beacon for guiding vessels into river. Must be left on starboard hand and passed close aboard. Tide leaves breakwater one hour before low water.	362
10	White, square, wood.	36	20	1874	C	For guiding against dangers in vicinity of Church Point.	363
8	White, pyramidal, wood.	36	33	1870	C		364
10	White, square.....	40 each	15 each	1850	C	Visible from the northward between the bearings of S. by W. and S.S.W., and from the southward between the bearings of N.E. by E., and N.N.W. $\frac{1}{4}$ W.	365
13	White, octagonal.....	92	55	1809	C	A steam fog whistle on N.W. of Brier Island, south side of lighthouse, sounds during thick and foggy weather and snow storms, as follows :— Blast of 4 seconds } Interval do } Blast do } 60 secs. Interval do } Blast do } Interval of 40 secs. }	366
14	White, square.....	70		1864	C	On S. entrance to Petit Passage...	367

List of Lights on the Coasts, Rivers and

NOVA
BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
268	POINT PRIM.....	S. point of entrance to Annapolis Basin	44 41 34	65 47 20	One	F	White	.....
369	PORT WILLIAMS OR MARSHALL COVE.	S. Shore	44 56 52	65 16 0	Two, vertical, 20 feet apart	F	White	.....
370	MARGARETVILLE...	On extremity of point, S. Shore.	45 2 57	65 4 0	Two	F	Red	.....
371	BLACKROCK.....	S. Shore	45 10 10	64 46 0	One	F	White	.....
372	HORTON	On bluff, W. side of Avon River.	45 6 15	64 13 30	One	F	White	.....
373	WALTON HARBOR	Basin of Minas, Hants County.	45 14 0	64 0 45	One	F	Red	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
13	Vertical red and white stripes, square tower.	76	22	1817	C	Fog whistle on Prim Point sounds in snow storms and in thick or foggy weather 8 seconds in each minute, making an interval of 52 seconds between each blast.	368
10	White, square.....	{ 60 57 }	22	1859	C	Lantern on top of dwelling; lower light in bow window, visible from W.S.W. round N. to E.N.E	369
8	Horizontal white and black stripes, square.	{ 30 27 }	22	1859	C	Visible from W.S.W. round N. to E.N.E.	370
12	White, square.....	45	35	1848	C	Light on top of dwelling, visible from all points of approach. A fog whistle on the extreme point of Cape d'Or, on the opposite side of the channel from Blackrock, sounds during thick weather, fogs and snow storms, twice in each minute, each blast being of six seconds' duration, with intervals of twenty-four seconds between. The whistle will probably be heard in calm weather, or with the wind, at a distance of 20 miles, and in stormy weather, or against the wind, from 5 to 8 miles, according to the state of the atmosphere.	371
20	White, square..	92	20	1851	C	Light in window.....	372
10	White, square, wood.	60	20	1873	C	For guiding vessels into Walton Harbour.	373

List of Lights on the Coasts, Rivers and

NOVA
BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
374	BURNTCOAT.....	Basin of Minas, N.W. extremity of head, S. Shore.	45 18 40	63 48 30	One	F	White	.....
375	PARRSBORO' OR PARTRIDGE ISLAND.	W. side of river	45 23 0	64 19 0	One.....	F	White	.....
376	SPENCER POINT...	On N. Shore, Cobequid Bay.	45 23 30	63 37 0	One.....	F	White	.....
377	APPLE RIVER.....	On Cape Capston or Hetty Point, N. entrance.	45 28 20	64 51 30	One.....	F		.....

NEW BRUNS
BAY OF

378	HILLSBORO' WHARF.	Petitcodiac River.....	45 55 15	64 37 45	One	F	White	.....
379	GRINDSTONE	W. part of Island.....	45 43 13	64 37 25	One	F	White	.....

Lakes of the Dominion of Canada.

SCOTIA.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating apparatus.	Remarks.	No.
13	White, square, with lantern on dwelling.....	75	35	1859	C.....	On dwelling; visible from all points of approach.	374
9	White, square, with lantern on dwelling.	37	32	1852	C.....	.....	375
6	Window in a building	35	20	1863	C.....	.....	376
12	White, oblong, with tower.	64	45	1870	C.....	Re-built about 33 yards S.S.E. from old one.	377

WICK.

FUNDY.—Continued.

5	Open frame.....	14	22	1875	C.....	To guide vessels going up the river and to the coal and plaster wharves.	378
12	White, octagonal, wood.	60	.....	1854	C.....	Visible from N.E. by E. round by N. to E. by S., or 315° Cape Enrage Lighthouse, S.W. by W. ½ W., about ten miles.	379

List of Lights on the Coasts, Rivers and

NEW BRUNS

BAY OF

No.	Name of Light	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
380	CAPE ENRAGE....	Pitch of Cape ..	45 35 34	64 46 55	One	F	White	.....
381	QUACO.....	Small rock off head...	45 19 20	65 31 55	One	Rev	White	Every 20 sec...
382	CAPE SPENCER ...	Pitch of Cape	45 12 30	65 54 0	One	Alt	Red and white	Every 45 sec...
383	PARTRIDGE ISLAND.	St. John Harbour.....	45 44 20	66 3 20	One	F	White	.....
384	ST. JOHN HARBOUR.	.....	45 15 10	66 3 40	One		White	.....

Lakes of the Dominion of Canada.

WICK.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of illuminating apparatus.	Remarks.	No.
15	White, square.....	120	23	1840	D, Fourth order.	Visible between the bearings of N. W. round by S. to N.E. A steam fog whistle, 150 feet N.E. from the lighthouse, sounds during thick weather four seconds in each minute. Will probably be heard in calm weather ten miles, and in stormy weather from three to five miles.	380
15	Horizontally striped red and white, octagonal.	58	46	1835	C	A fog bell in a framed tower on the lighthouse block strikes every 12 sec. during thick and foggy weather and snow storms. Under favourable circumstances it should be heard two or three miles, and in stormy weather, or against the wind, about a mile.	381
20	White, square building, with tower.	207	35	1873	C	Visible between the bearings from E.S.E. round by S. to W.N.W., Partridge Island Light bearing by compass N.W. by W. $\frac{1}{2}$ W. northerly, distant $6\frac{1}{2}$ miles.	382
20	Vertical red and white stripes.	119	40	1791	C	In foggy weather a steam whistle sounds for ten seconds every minute. A bell buoy near E. side of Partridge Island Reef.	383
10	Vertical red and white stripes.	35	15	1828	D, Fourth order.	.....	384

List of Lights on the Coasts, Rivers and

NEW BRUNS

W. BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
385	LEPREAU	On point	45 3 40	66 27 59	Two, vertical, 27 feet apart	F	White	
386	SPRUCE POINT	St. Croix River, Charlotte County.	45 10 0	67 11 0	One	F	White	
387	MARK POINT	St. Croix River, Charlotte County.	45 10 10	67 12 30	One	F	White	
388	MIDJIC BLUFF	Passamaquoddy Bay, Charlotte County.	45 6 53	66 54 30	One	F	White	
389	DREW'S HEAD	On W. side of Beaver Harbour, Charlotte County.	45 3 45	66 44 0	One	F	White	
390	BLISS ISLAND	West end of Island, S. side of western entrance to Bliss Harbour.	45 1 15	66 51 0	One	F	Red	

Lakes of the Dominion of Canada.

WICK.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	Striped horizontally red and white, octagonal.	{ 81 53 }	31	1831	C	Visible between the bearings of W.N.W. around by S. to E. by N. Fog whistle during fogs and snow storms sounds twice each minute, first giving a blast of 5 seconds' duration, with an interval of 5 seconds, then a blast of 5 seconds' duration, with an interval of 45 seconds to complete the minute.	385
.....	White, square.....	32	28	1876	C	The course from Spruce Point to ballast ground is E. by S. $\frac{1}{2}$ S., distance 2 miles. From Spruce Point to Mark Point W.N.W., distance 2 miles. A vessel after leaving Doucet Island, to clear the reef, should steer N. until the Spruce Point light bears N.W. by W., and thence take a W.N.W. course.	386
.....	White, square.....	32	28	1876	C .....	.....	387
15	White, square, wood, lantern brown.	130	29	1876	C	A bar extends E.N.E. from light-house, and vessels require to keep off a distance of 260 yards to clear it at low water.	388
10	White, square, wood.	45	36	1875	C	Seen at all points between eastern and western heads of harbour.	389
12	White, square, wood.	45	30	1871	C .....	.....	390

List of Lights on the Coasts, Rivers and

NEW BRUNS
BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
391	CAMPOBELLO ISLAND.	N. point of Head Harbour.	44 57 40	66 54 10	One.....	F	White	.....
392	PORT ST. ANDREWS.	N. point of entrance.	45 4 10	67 2 50	One.....	F	White	.....
393		On sand reef at E. entrance.	45 3 45	67 0 50	One.....	F	White	.....
394	SOUTH-WEST WOLF ISLAND.	On S.E. point of the island.	44 56 30	66 44 10	One.....	Rev	White	Every 1½ min..
395	SWALLOW TAIL...	N.E. part of Grand Manan.	44 45 52	64 44 0	One.....	F	White	.....

Lakes of the Dominion of Canada.

WICK.—Continued.

FUNDY.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	White, with red cross, octagonal tower.	64	34	1829	C		391
10	White, octagonal.....	42	22	1833	C	Visible between the bearings of N.W. by N. and S.E. by S.	392
10	White, square, wood, on a framed pier.	40	10	1875	C	To guide to all ports in inner bay, and to vessels going up the river St. Croix from Little Passage or West Quoddy. There is only a depth of 4 feet of water on the N.W. extension of the reef towards mainland.	393
17 to 20	White, square, wood.	111	35	1871	C	Lantern on dwelling; visible from all points of approach.	394
17	White,  octagonal, wood.	148	50	1860	C	Visible between the bearings of S.W. round by S. to N.W. A steam fog whistle on extreme N.W. head of Grand Manan, 80 feet above high water, sounds in thick weather, fogs and snow storms three blasts of four seconds' duration in each minute, with an interval of sixteen seconds between each blast.	395
						A spindle beacon, painted red, placed in 1876 on Old Proprietor Ledge, on the S.E. of Grand Manan Island, in Lat. 44° 33' 10", Long. 66° 40', has a cage elevated 31 feet above high water mark, and in clear weather should be seen from a distance from 8 or 10 miles.	

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK
BAY OF

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
396	MACHIAS SEAL ISLAND.....	On Island.....	44 30	7 67 6 13	Two, W. by N. $\frac{1}{2}$ N. and E. by S. $\frac{1}{2}$ S., 57 yds apart.....	F	White.....	
397	GANNET ROCK.....	On rock.....	44 0	38 66 47 0	One.....	F. & Fl.	White	A flash every $4\frac{1}{2}$ seconds.

RIVER

398	GREEN HEAD.....		45 18	0 66 7 20	One.....	F	White.....	
399	SAND POINT.....		45 22	0 66 11 0	One.....	F	White.....	
400	OAK POINT.....		45 32	0 66 6 0	One.....	F	White.....	
401	NO MAN'S FRIEND.....		45 47	0 66 7 30	One.....	F	White.....	

Lakes of the Dominion of Canada.

SCOTIA.

FUNDY.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of lantern centre above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	White.....	58 East, 54 West	36 each	1832	One light catoptric, the other dioptric of second order.	A fog whistle sounds in thick weather, fogs and snow storms, five seconds in each $\frac{1}{2}$ minute.	396
12	Vertical black and white stripes, octagonal tower.	66	41	1831	D, Fourth order.	A gun is fired to answer signals during fogs and snow storms. Dangerous rocks extend 4 miles eastward of the lighthouse. Fixed light..... 45 seconds. Eclipse..... $5\frac{1}{2}$ do Flash..... $4\frac{1}{2}$ do Eclipse..... $5\frac{1}{4}$ do Making..... 60	397

St. JOHN.

10	White	105		1869	C		398
10	White	50		1869	C		399
10	White	50		1869	C		400
10	White	5		1869	C		401

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK
RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
402	MUSQUASH ISLAND.	Washadamoak Lake, Queen's County.	45 42	0 66 7 0	One	F	White	
403	HENDRY FARM....	Washadamoak Lake, Queen's County.	45 42	0 66 7 0	One	F	White	
404	OROMOCTO SHOAL		45 53	0 66 27 0	One	F	White	
405	WILMOT BLUFF.....		45 56	0 66 30 0	One	F	White	
406	COX POINT.....	Grand Lake.....	46 2	0 66 1 0	One	F	White	
407	McMANUS POINT.	Newcastle, Grand Lake.	46 4	0 66 2 0	One	F	White	
408	ROBERTSON POINT	Grand Lake.....	45 53	0 60 13 0	One	F	White	

Lakes of the Dominion of Canada.

WICK.—Continued.

JOHN.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
.....	Brown, open framework, lantern white	26	.....	1875	C	Range lights to show course of channel from Musquash Island, past Hog Island Shoal. In coming down the lake, the two lights to be kept in range until opposite the N.W. end of Hog Island, whence a southerly course to be kept to the foot of Musquash Island. In going up the lake, the two lights to be brought in range opposite the N.W. end of Hog Island, and kept in range until within half a mile of the light on Hendry Farm.	402
.....	Brown, open framework, lantern white	30	.....	1875	C		403
10	White	54	.....	1869	C .....	.....	404
10	White	104	.....	1869	C .....	.....	405
10	White	20	.....	1869	C .....	.....	406
10	White, square, wood.	28	26	1876	C .....	.....	407
10	White, square, wood	16	16	1873	C .....	.....	408

List of Lights on the Coasts, Rivers and

NEW BRUNSWICK

RIVER ST.

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
409	FANJOY POINT	Grand Lake	45 55 10	60 4 0	One	F	White	

BRITISH

410	BEREN ISLAND	W. entrance to Victoria Harbour.	48 25 24	125 24 0	One	F	Blue	
411	ENTRANCE ISLAND	Nanaimo, Straits of Georgia.	49 12 50	123 48 45	One	F	White	
412	RACE ROCKS	In Straits of De Fuca	48 17 45	123 32 0	One	Fl	White	Every 10 sec...
413	FISGARD	On a rock, at entrance to Esquimalt Harbour.	48 26 0	123 27 15	One	F	White	
414	FRASER RIVER LIGHTSHIP.	On S. Sand Head, at entrance to River.	49 3 50	123 16 40	One	F	White	

Lakes of the Dominion of the Canada.

WICK.—Continued.

JOHN.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
10	White, square, wood.	16	16	1873	C .....	.....	409

COLUMBIA.

7	White, square, wood.	44	30	1876	C	Light bears from Brotchie Ledge bell buoy N N.W. $\frac{1}{2}$ W.	410
14	White, square, wood, with dwelling attached.	65	50	1876	C	To indicate entrance to Departure Bay and Nanaimo Harbour, as well as for the general purposes of navigation.	411
18	Alternate, black and white horizontal bands, circular, stone.	118	105	1861	D, Second order.	A fog-bell rings in thick or foggy weather.	412
12	White brick, and red brick dwelling.	67	56	1861	D, Fourth order.	Shows red in the harbour, and when approaching too close to either shore.	413
9	Red hull, with ball at the light mast head.	70	.....	1866	C .....	.....	414

List of Lights on the Coasts, Rivers and

BRITISH

No.	Name of Light.	Place.	Latitude N.	Longitude W.	No. of Lights and relative positions.	F.; Fl.; F. & Fl.; Rev.; Int.; Alt.	Colour of Light.	Interval of Revolution or Flash.
415	POINT ATKINSON.	N.W. entrance to English Bay and Burrard Inlet.	49 19 42	123 15 54	One	Rev	White	Every minute..
416	CAPE BEALE	S.E. point of entrance to Barclay Sound, on W. coast of Vancouver Island.	48 47 48	125 12 52	One	Rev	White	Every 30 sec...

Lakes of the Dominion of Canada.

COLUMBIA.—Continued.

Miles seen in clear weather.	Colour and any peculiarity of Lighthouse.	Height in feet of centre of lantern above high water mark.	Height in feet of building from its base to vane on lantern.	Year lighted.	Character and order of Illuminating Apparatus.	Remarks.	No.
15	White, square, wood.	119	49	1875	C	Visible round an arc of the horizon from the entrance to Burrard Inlet to an E. by N. $\frac{3}{4}$ N. bearing. Should not be brought to bear to the westward of N. by vessels in the Straits, as this bearing will only lead clear of Sturgeon Bank, off Fraser River. A coast light, and to indicate entrance to Burrard Inlet.	415
19	Light stone colour, square, with detached oblong dwelling.	164	35	1874	C	A coast light to indicate entrance to Barclay Sound. Visible from an easterly bearing parallel with the coast round to W. by N. $\frac{1}{2}$ N. The light should not be brought to bear to the eastward of E. $\frac{1}{2}$ N., as foul ground extends off the entrances to Barclay Sound. Mariners should not attempt to enter the Sound without local knowledge or a pilot.	416

I N D E X .

N.B.—The names by which the Lights are most generally known are printed in SMALL CAPITAL LETTERS. When the names consist of two or more words, such as "ST. FRANCIS," "ISLE À LA PIERRE," &c., it is also found convenient to index them "*Francis, St.,*" "*Pierre, Isle à la,*" &c., in *italic letters*. The names of the places near which the Lights are situated, are printed in common or lower case letters.

A	No.		No.
<i>Aconi, Point</i>	292	BAGOT'S BLUFF	23
AGATE ISLAND	216	<i>Bague, Isle à la</i>	98
Albert Pier.....	101	Barclay Sound.....	416
ALGERNON ROCK	58	BAR POINT LIGHTSHIP.....	182
Alston Point.....	224	Barra Straits.....	289
AMET ISLAND.....	273	Barrington	350
AMHERSTBURG	183	BARRINGTON EAST BAY LIGHTSHIP.....	351
AMHERST ISLAND	10	Basin of Minas.....	373, 374
AMOUR POINT	2	Batchewana Bay.....	214
Andrew Point, St.....	260	BATHURST	224
<i>Andrews, Port St</i>	392, 393	BATISCAN	80
<i>Anglais, Point aux</i>	112	BATTERY POINT.....	334
Annapolis Basin]	368	BATTLE ISLAND.....	217
<i>Anne du bout de l'Isle, St</i>	110	Bay of Forteau.	2
<i>Ann Harbour, St.</i>	285	BAY ST. PAUL.....	54
Anticosti, E. end	21	Beach Point	355
Anticosti, S. Point.....	22	<i>Beale, Capé,</i>	416
Anticosti, S.W. Point	23	BEAUHARNOIS	106
Anticosti, W. Point	24	Beaver Harbour	389
<i>Antoine, St.</i>	66	BEAVER ISLAND.....	320
APPLE RIVER.....	377	Beaver Island, E.....	320
ARGYLE	356	Bedeque Bay.....	251
ARICHAU	305	<i>Becquets, St. Pierre des</i>	79
Arrow Rock, Big	304	BELLECHASSE	60
ASH ISLAND	75	BELLEISLE	1
<i>Atkinson, Point</i>	415	BERRY ISLAND.....	410
AVON RIVER	372	Berry Head.....	316
		BETTY ISLAND	328
		BICQUET ISLAND	36
		Big Arrow Rock.....	304
		Big Fish Island	357

B

BACCARO	350
Baddeck Harbour.....	288

INDEX.

	No.		No.
CARIBOU ISLAND	274	COLE SHOAL.....	133
CARILLON.....	112	COLLINGWOOD.....	198
CARLETON POINT.....	12	Contrecoeur, Traverse.....	95
CARON POINT.....	109	CONWAY Inlet.....	269
CAROUSAL ISLAND	27	CORBAY POINT.....	214
CARTER ISLAND.....	345	CORNWALL CANAL.....	131
CASCUMPEC.....	269	COTEAU LANDING.....	123
CASSIE'S POINT.....	245	COUNTRY HARBOUR.....	317
CATFISH CREEK.....	176	<i>Coves, Isle of</i>	192
CHAMPLAIN.....	82	COX POINT.....	406
<i>Channel, Little</i>	268	CRAB ISLAND.....	232
CHANTRY ISLAND.....	190	Cranberry Island.....	314
Charlottetown.....	254	CRANE ISLAND.....	59
<i>Charles, Cape</i>	77	CRAPAUD.....	253
CHATEAUGUAY.....	105	<i>Credit, Port</i>	165
Chats Lake.....	116, 117	CREIGHTON'S HEAD.....	307
<i>Chatte, Cape</i>	28	Croix River, St.....	386, 387
CHEBUCTO HEAD.....	326	<i>Croix, St.</i>	67
Chêne River, Great.....	76	CROSS ISLAND.....	333
CHEERY ISLAND.....	126	<i>Current, Little</i>	209
CHESTER.....	331	Outler Island.....	311
CHETICAMP.....	282		
CHICOUTIMI WHARF.....	47	D	
CHRISTIAN ISLAND.....	199	DALHOUSIE.....	222
CHURCH POINT.....	363	<i>Dalhousie, Port</i>	168
CIBOUX ISLAND.....	286	DARLINGTON.....	159
CITROUILLE POINT.....	81	DEEP RIVER ISLET.....	180
<i>Claire, Point</i>	107, 108	De Fuca, Straits of.....	412
CLAPPERTON ISLAND.....	210	<i>Despair, Cape</i>	15
<i>Clark, Point</i>	188	DEVIL ISLAND.....	323
Cobequid Bay.....	376	<i>Dover, Port</i>	173
COBOURG.....	156	<i>Drake, Outer</i>	147
COFFIN ISLAND.....	339	DREW'S HEAD.....	389
<i>Colborne, Port</i>	171	Du Chêne Wharf.....	247

INDEX.

	No.		No.
DUCK ISLAND.....	194	FORT POINT, Liverpool Bay	341
<i>Ducks, False</i>	147	<i>Fourchu, Cape</i>	359
E			
East Beaver Island.....	320	FOX ISLAND, Lake Simcoe.....	169
East End, Anticosti.....	21	FOX ISLAND, Miramichi River.....	238, 239
EAST END, SABLE ISLAND.....	312	<i>Francis, Port St.</i>	85
East Ironbound Island.....	331	<i>Francis, St.</i>	61
EAST POINT, P.E.I.....	261	FRASER RIVER LIGHTSHIP.....	414
Eddy Point.....	309	FRENCH RIVER.....	205
Edward Island.....	219	<i>Friend, No Man's</i>	401
EGG ISLAND, N.S.....	3:2	Fuca, Straits of de	412
EGG ISLAND, Ont.....	152	G	
EGG ISLAND, P.Q.....	29	GAGE.....	145
English Bay.....	415	GANANOQUI NARROWS.....	136
<i>Enrage, Cape</i>	380	GANNET ROCK.....	397
ENTRANCE ISLAND.....	411	GASPÉ.....	17
ENTRY ISLAND.....	9	GASPÉ BAY LIGHTSHIP.....	18
ESCUMINAC.....	241	GASPÉ CAPE.....	19
Esquimalt Harbour.....	413	<i>George, Cape</i>	290
ETANG DU NORD.....	11	<i>George, Cape St.</i>	277
F			
FALSE DUCKS.....	147	Georgia Straits.....	411
FANJOY POINT.....	409	GEORGE ISLAND.....	325
FATHER POINT.....	34	GEORGETOWN.....	260
FIGGARD	413	GIBRALTAR POINT.....	163
FISH ISLAND.....	267	GIN ROCK	200
Fish Island, Big.....	357	GLENGARRY	130
Flat Point.....	294	Gloucester Bay.....	200
FLINT ISLAND.....	296	GODERICH.....	186
<i>Foreland, North</i>	174	GOOSE CAPE.....	53
Forteau Bay.....	2	GOOSE LAKE.....	226
Fort Point.....	336	<i>Grace, Isle de.</i>	92
		GRAND ISLE, KAMOURASKA.....	51
		Grand Manan.....	395
		GRAND NARROWS.....	289

INDEX.

	No.		No.
Grand Passage.....	365	Hillsborough Bay.....	255
GRAND RUSTICO.....	265	HILLSBOROUGH WHARF.....	378
GRANT'S BEACH.....	242	HOBSON'S NOSE.....	332
GREAT MANITOULIN ISLAND.....	195	Holly Point.....	318
Great Chêne River.....	76	<i>Hood, Port</i>	280
GREEN HEAD.....	398	<i>Hope, Little</i>	343
Green Island, Guysboro' County.....	317	<i>Hope, Port</i>	158
Green Island, Lunenburg County.....	330	<i>Horse Rock, Red</i>	139
GREEN ISLAND, P.Q.....	48	Horseshoe Bar.....	240
GREEN ISLAND, Richmond Co., N.S.....	303	HORTON.....	372
GREEN SHOAL.....	117		
GRENADEER ISLAND.....	134		
Greville Bay.....	266	INGONISH.....	284
GRIFFITH ISLAND.....	196	Ironbound Island, East.....	331
GRINDSTONE.....	379	<i>Ironbound Island, West</i>	335
Grindstone Island.....	11	ISAAC HARBOUR.....	318
GRONDINES.....	78	ISLE À LA BAGUE.....	98
GROSSE POINT.....	122	ISLE À LA PIERRE.....	91
GUION ISLAND.....	300	ISLE AUX NOIX.....	73
GULL ISLAND.....	157	ISLE AUX PRUNES.....	96
GULL ROCK.....	346	ISLE AUX RAISINS.....	90
GUYSBOROUGH HARBOUR.....	310	ISLE DE GRACE.....	92
		ISLE OF COVES.....	102
H			
<i>Halfway Point, North</i>	72		
HAMILTON ISLAND.....	129	J	
Hart Island.....	311	JACKSTRAW SHOAL.....	137
Hawkesbury, Port.....	308	JERSEYMAN ISLAND.....	300
Head Harbour.....	391	<i>John, Harbour St.</i>	384
HEATH POINT.....	21	<i>John, Port St.</i>	63
<i>Hebert, Port</i>	344	JOURIMAIN.....	248
HENDRY FARM.....	403		
HERON ISLAND.....	223	K	
Hetty Point.....	377	KAMINISTIQUIA.....	221
		<i>Kamouraska, Grand Isle</i>	51

INDEX.

	No.		No.
LEDSOM ISLAND.....	288	LITTLE CHANNEL	268
Killarney.....	207	LITTLE CURRENT	209
KINCARDINE	189	LITTLE HOPE.....	343
KINGSTON.....	143	LITTLE METIS POINT.....	32
KNAPP'S POINT.....	142	LITTLE RUSTICO	264
KNIGHT'S POINT.....	121	LITTLE SANDS	257
		Little Stave Island.....	136
L		LIVERPOOL	162
LACHINE.....	102	Liverpool Bay	339, 341
Lac, Montée du	65	London, New	266
LACOLLE.....	74	LONELY ISLAND.....	206
Lac, Point du.....	86	LONG PILGRIMS.....	50
LAHAVE	336	LONG POINT.....	174
Lahave, Cape.....	335	L'ORIGNAL.....	114
Lake des Chats.....	118, 119	LOTBINÈRE.....	71
LAKE ST. LOUIS (Lightship No. 1).....	103	LOUISBURG	299
LAKE ST. LOUIS (Lightship No. 2).....	104	Louis, Lake St., Lightship (No. 1)	103
LAKE ST. PETER, Centre Lightship.....	88	Louis, Lake St., Lightship (No. 2)	104
LAKE ST. PETER, E. Lightship	87	LOWER TRAVERSE LIGHTSHIP	55
LAKE ST. PETER, W. Lightship	89	LOW POINT	294
LAKE ST. PETER, ISLE AUX RAISINS.....	90		
LAMB ISLAND.....	218	M	
LANCASTER	128	MACHIAS SEAL ISLAND.....	396
LANCASTER BAR.....	127	McKIE'S POINT.....	124
LANGLAIS POINT	76	McKENZIE POINT.....	287
LARK ISLET	41	McKENZIE'S WHARF	187
La Ronde, Cape.....	302	McKillop's Point.....	125
LAVALTRIE.....	94	McMANUS POINT.....	407
Lawrence, Point St.....	64	MacNutt Island.....	348
LEPREAU.....	385	McTAVISH POINT.....	115
Lewis, Port.....	125	Madame Island	304, 305
LINDOE ISLAND	135	Madeleine, Cape, Lower Light	83
LINGAN HEAD	295	Madeleine, Cape, Upper Light.....	84
LISCOMB	319	Magdalen Islands.....	9, 10 & 11

INDEX.

	No.		No.
Mahone Bay	331, 332	Miscou Island.....	226
MAINADIEU	298	MOHAWK ISLAND.....	171
<i>Maitland, Port</i>	172	Money Point.....	283
<i>Magdalen, Cape</i>	25	MONTÉE DU LAC	65
Malpeque Bay	267	MONTREAL.....	191
Manan, Grand	395	<i>Monts, Pointe de</i>	30
MANICOUAGAN LIGHTSHIP	33	MORRIS ISLAND.....	118
<i>Manitoulin Island, Great</i>	195	MOSEER ISLAND.....	337
MAQUEREAU POINT	14	<i>Mouton, Port</i>	342
Marache Point.....	305	MULLIN POINT.....	272
MARGAREE ISLAND	281	MURRAY HARBOUR.....	258
MARGARET'S BAY.....	330	MUSQUASH ISLAND.....	402
MARGARETVILLE	370		
MARSHALL COVE	369	N	
MARK POINT	387	Nanaimo Harbour.....	411
MARTIN RIVER.....	26	NEGRO ISLAND.....	349
<i>Mary, Cape St.</i>	361	NEGUAC.....	233
Mary's Bay, St.....	363	Nepigon Bay.....	217, 218
Mary's River, St.....	213	<i>Neuf, Port</i>	68
MATAHE.....	31	<i>Neuf, Port, Saguenay County</i>	35
MEAGHER BEACH.....	324	Newcastle.....	407
MEDWAY HEAD.....	338	NEW LONDON.....	266
Medway Port.	338	NINE MILE POINT.....	145
METEGAN RIVER.....	362	Noix, Isle aux.....	73
<i>Métis Point, Little</i>	32	<i>Nord, Etang du</i>	11
MICHAEL'S POINT.....	193	Noir, Point.....	39, 40
MICHIGICOTEN ISLAND.....	215	No MAN'S FRIEND.....	401
MIDDLE ISLAND, Lake Erie.....	179	<i>Norman Cape</i>	3
MIDDLE ISLAND, Miramichi River.....	237	NORTH CANSO.....	279
MIDJIC BLUFF.....	388	<i>North, Cape</i>	283
Minas Basin.....	373, 374	NORTH FORELAND.....	174
Mink ^s Island.....	202	NORTH HALFWAY POINT.....	72
MIRAMICHI BAY LIGHTSHIP.....	240	NORTH POINT, P.E.I.....	249
MISCOU ISLAND.....	228	NORTH RUSTICO.....	265

INDEX.

	No.		No.
NORTH TRACADIE.....	230	PERON.....	16
NOTTAWASAGA ISLAND.....	197	<i>Peter, Point</i>	150
●			
OAK POINT, Miramichi Bay.....	235	PETER ROCK.....	157
OAK POINT, St. John River.....	400	Peter's Bay.....	302
OAKVILLE.....	166	Peter's Inlet, St.....	290
O'Hara Point.....	17	Peter's Island.....	365
Old Proprietor Ledge Spindle.....	395	<i>Peter's Lake, St., Centre Lightship</i> ...	68
<i>Origneaux, Point aux</i>	52	<i>Peter's Lake, St., E. Lightship</i>	87
OROMOCTO SHOAL.....	404	<i>Peter's Lake, St., Isle aux Raisins</i>	90
OSHAWA.....	160	<i>Peter's Lake, St., W. Lightship</i>	89
<i>Otter Creek, Big</i>	175	<i>Peter's, St.</i>	262
Ouelle, River.....	52	Petitcodiac River.....	378
OUETIQUE ISLAND.....	301	PETITDEGRAT.....	304
OUTER DRAKE.....	147	PICKERING.....	162
Owen Sound.....	187	<i>Pierre des Becquets, St.</i>	79
P			
PANMURE HEAD.....	259	<i>Pierre, Isle à la</i>	91
PARBORO'.....	375	PICTOU.....	275
PARRY SOUND.....	202	PICTOU ISLAND.....	276
PARTRIDGE ISLAND, Lake Huron.....	208	PIGION ISLAND.....	146
PARTRIDGE ISLAND, N S.....	375	<i>Pilgrims, Long</i>	50
PARTRIDGE ISLAND, St. John Harbour....	383	<i>Pillar, Stone</i>	57
PASPEBIAC.....	13	<i>Pins, Point aux</i>	213
PASSAMAQUODDY Bay.....	388	<i>Placide, St.</i>	113
<i>Paul, Bay St.</i>	54	PLATON POINT.....	69
<i>Paul's Island, St.</i>	6, 7	<i>Pleasant, Point</i>	148
Pearl Point.....	310	POINT À CADIEUX.....	111
PEGGY POINT.....	329	POINT ACOMI.....	292
PELEE ISLAND.....	180	<i>Point Amour</i>	2
PELEE SPIT.....	181	POINT ATKINSON.....	415
PENNTAQUERRNE.....	201	POINT AUX ANGLAIS.....	112
		POINT AUX CITROUILLE.....	81
		POINT AUX PINS.....	213
		POINT AUX ORIGNEAUX.....	52
		POINT AUX TREMBLES.....	100

INDEX.

	No.		No.
POINT CLAIRE.....	107, 108	Port Medway.....	338
POINT CLARK.....	183	PORT MOUTON.....	342
POINTE DES MONTS.....	30	PORT NEUF.....	68
POINT DU LAC.....	86	PORT NEUF, Saguenay County.....	35
Point, Hetty.....	377	PORT ST. ANDREWS.....	392, 393
<i>Point, Langlais.....</i>	76	PORT ST. FRANCIS.....	85
<i>Point, Maquereau.....</i>	14	PORT ST. JOHN.....	63
Point Noir.....	39, 40	PORT STANLEY.....	178
Point O'Hara.....	17	PORT WILLIAMS.....	369
POINT PETER.....	150	Prescott.....	132
POINT PLEASANT.....	148	PRESQU'ISLE.....	153, 154
POINT PRIM, Annapolis.....	368	Presqu'Isle, Owen Sound.....	187
POINT PRIM, P. E. I.....	255	PRESTON BEACH.....	243
POINT RICH.....	4	<i>Prim, Point, Annapolis.....</i>	368
POINT ST. LAWRENCE.....	64	<i>Prim, Point, P. E. I.....</i>	255
POINT TUPPER.....	308	Proprietor Ledge Spindle, Old.....	395
POKEMOUCHE.....	229	Prospect.....	328
POMQUET ISLAND.....	278	<i>Prunes, Isle aux.....</i>	96
POPE'S HARBOUR.....	321	PUBNICO HARBOUR.....	355
PORPHYRY POINT.....	219	PUGWASH.....	271
PORTAGE ISLAND.....	234		
<i>Portage Island, Bon.....</i>	354		
PORT BRUCE.....	176	QUACO.....	381
PORT BURWELL.....	175	Quebec Harbor, n'r Michipicoten Isl'd.....	216
PORT COLBORNE.....	170	Quebec Point.....	141
PORT CREDIT.....	165	Queen's Wharf, Toronto.....	164
PORT DALHOUSIE.....	168		
PORT DOVER.....	173		
Port Hawkesbury.....	308	RACE ROCKS.....	412
PORT HERBERT.....	344	Railway Wharf, Summerside.....	251
PORT HOOD.....	280	<i>Raisins, Isle aux.....</i>	90
PORT HOPE.....	158	<i>Ray, Cape.....</i>	5
PORT LEWIS.....	125	RED HORSE ROCK.....	139
PORT MAITLAND.....	172	RED ISLAND LIGHTSHIP.....	37

INDEX.

	No.		No.
RED ISLET.....	38	ST. ANNE DU BOUT DE L'ISLE.....	110
RED ROCK POINT.....	207	ST. ANN HARBOUR.....	285
REPENTIGNY.....	97	ST. ANTOINE.....	60
RICHELIEU.....	70	ST. CROIX.....	67
Richelieu Company's Wharf.....	93	St. Croix River, N.B.....	386, 387
RICHIBUCTO.....	244	ST. FRANCIS.....	61
Richmond Bay.....	267	<i>St. Francis, Port</i>	85
<i>Rsch, Point</i>	4	<i>St. George, Cape</i>	277
Rimouski.....	31, 34	ST. JOHN HARBOUR.....	384
River Ouelle.....	52	<i>St. John, Port</i>	63
River Saguenay, Entrance.....	39, 40, 41	<i>St. Lawrence, Point</i>	64
ROBERTSON POINT.....	408	<i>St. Louis, Lake</i>	103, 104
Roch Lightship, St., E. part.....	55	<i>St. Mary, Cape</i>	361
Roch Lightship, St., W. edge.....	56	St. Mary's Bay.....	363
<i>Rock Point, Black</i>	291	St. Mary's River.....	213
<i>Rock Point, Red</i>	207	<i>St. Paul, Bay</i>	54
<i>Ronde, Cape la</i>	302	ST. PAUL'S ISLAND.....	6, 7
RONDEAU HARBOUR.....	177	ST. PIERRE DES BECQUETS.....	79
<i>Roseway, Cape</i>	348	ST. PETERS.....	262
<i>Rosier, Cape</i>	20	St. Peter's Inlet.....	290
<i>Rouge Cape</i>	62	ST. PETER'S LAKE, Centre Lightship... ..	88
Rouge, Cape.....	65	ST. PETER'S LAKE, E. Lightship.....	87
RUGGED ISLAND.....	346	ST. PETER'S LAKE, ISLE AUX RAISINS... ..	90
<i>Rustico, North or Grand</i>	265	ST. PETER'S LAKE, W. Lightship.....	89
<i>Rustico, South or Little</i>	264	ST. PLACIDE.....	113
		St. Roch Lightship, E. part.....	55
		St. Roch Lightship, W. edge.....	56
		ST. THÉRÈSE.....	99
		ST. VALENTINE.....	73
		SALMON POINT.....	151
		Salutation Head.....	252
		SAMBRO.....	327
		Sand Head, S. Fraser River Lightship.....	414
		SAND POINT, Guysboro' County.....	309

I N D E X .

	No.		No.
SAND POINT, St. John River.....	399	SPECTACLE SHOAL.....	138
SAND POINT, Shelburne Harbour.....	374	<i>Spencer, Cape</i>	382
<i>Sands, Little</i>	257	SPENCER POINT.....	376
Sandy Beach Point Lightship.....	18	SPRUCE POINT.....	386
Sandy Island, P.E.I.....	269	<i>Stanley, Port</i>	178
Scatterie Island.....	298	Stave Island, Little.....	136
SCATTERIE.....	297	STODDARD ISLAND.....	353
SCOTCH BONNET.....	152	STONEHOUSE POINT.....	130
SEA COW HEAD.....	252	STONE ISLAND.....	91
SEAL ISLAND.....	358	STONE PILLAR.....	57
Sea Wolf Island.....	281	Straits of De Fuca.....	412
SEVEN ISLANDS.....	27	Straits of Georgia.....	411
SHAFTESBURY.....	209	Sturgeon Point.....	74
SLEDIAC HARBOUR.....	247	SULPHUR ISLAND.....	211
SLEDIAC ISLAND.....	246	SUMMERSIDE.....	251
Shelburne Harbour.....	347, 348	SWALLOW TAIL.....	395
SHELDRAKE ISLAND.....	236	SYDNEY BAR.....	293
Sherbrooke Tower.....	324		
Shingle Point.....	344	T	
Ship Harbour.....	308	TABUSINTAC.....	232
SHIPPEGAN.....	226	TADOUSAC.....	39, 40
Simcoe Island.....	145	TELEGRAPH ISLAND.....	149
SISSIBOO.....	364	THAMES RIVER.....	185
SNAKE ISLAND.....	144	Thessalon River.....	212
Spanish Bay.....	294	THUNDER CAPE.....	220
SOREL.....	93	<i>Thérèse, St</i>	99
SOUTHAMPTON HARBOUR.....	191	<i>Tignish, Big</i>	270
SOUTH RUSTICO.....	264	TORBAY.....	316
SOUTH TRACADIE.....	231	TORONTO.....	164
S. Point, Anticosti.....	22	<i>Tracadie, North, N.B.</i>	230
S. W. POINT, ANTICOSTI.....	23	<i>Tracadie, South</i>	231
S. W. WOLF ISLAND.....	394	TRACADIE, P.E.I.....	263
S. Sand Head Lightship.....	414	Trap Rock.....	297
Spectacle Island, Queen's County.....	342	TRAVERSE, Contrecoeur.....	95

INDEX.

	No.		No.
<i>Traverse Lightship, Lower</i>	55	WEST END, SABLE ISLAND.....	313
<i>Traverse Lightship, Upper</i>	56	WEST IRONBOUND ISLAND.....	335
<i>Trembles, Point aux</i>	100	WEST POINT, Anticosti.....	24
<i>Tupper, Point</i>	308	WEST POINT, P.E.I.....	250
TUSKET RIVER.....	357	WESTPORT.....	365
U		WHITBY.....	161
Uniacke Point.....	289	Whitehead Cape.....	16
UPPER TRAVERSE LIGHTSHIP.....	56	WHITEHEAD ISLAND, Guysboro' County	315
V		Whitehead Island, Yarmouth County	356
<i>Valentine, St.</i>	73	WICKED POINT.....	151
VALLEYFIELD.....	122	William Island.....	320
Verchères.....	96	<i>Williams, Port</i>	369
Victoria Harbour.....	410	WILMOT BLUFF.....	405
VICTORIA ISLAND.....	118	WINDMILL POINT.....	132
W		WOLFE ISLAND.....	141
WAY SHOAL.....	116	Wolf Island, Sea.....	281
Wallace Harbour.....	272	<i>Wolf Island, S. W.</i>	394
WALTON HARBOUR.....	373	WOOD ISLAND.....	256
Washadamoak Lake.....	402, 403	Y	
WELLER'S BAY.....	155	YARMOUTH CAPE.....	359
		Yarmouth Harbour.....	360