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- Additional comments /
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In Sessional paper No. 13, Annual report of the Department of the Interior, pages 25-26 Do not exist.

In Sessional paper No. 13, Part I, Dominion Lands, page #25 is repeated.

In Sessional paper No. 13, Part II, Dominion Lands Surveys, page 99 is incorrectly numbered page 66.

In Sessional paper No. 13, Part III, Irrigation, pagination is as follows: [1]-69, 67-70 p.

In Sessional paper No. 13, Part IV, Immigration, pages 122-123, 126-127 are incorrectly numbered pages 120-121, 12, 125 & 128.

SESSIONAL PAPERS

VOLUME 10

THIRD SESSION OF THE EIGHTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1898

3



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
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1899

VOLUME XXXII.

See also Numerical List, page 4.

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SESSIONAL PAPERS
OF THE
PARLIAMENT OF CANADA

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1. Report of the Auditor General for the year ended 30th June, 1897. Presented 10th February, 1898, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1897. Presented 8th February, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2a. Estimates of sums required for the service of the Dominion, for the year ending on the 30th June, 1899. Presented 28th March, 1898, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 2b. Supplementary Estimates for the year ending 30th June, 1898. Presented 17th May, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2c. Supplementary Estimates for the year ending 30th June, 1899. Presented 30th May, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2d. Further Supplementary Estimates for the year ending 30th June, 1899. Presented 7th June, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 2e. Further Supplementary Estimates for the year ending 30th June, 1898. Presented 7th June, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
3. List of Shareholders of the Chartered Banks of Canada, as on the 31st December, 1897. Presented 10th June, 1898, by Hon. W. S. Fielding*Printed for both distribution and sessional papers.*
- 3a. Report of dividends remaining unpaid, and unclaimed balances in the Chartered Banks of Canada, for five years and upwards, prior to 31st December, 1897.
Printed for both distribution and sessional papers.

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4. Report of the Superintendent of Insurance, for the year ended 31st December, 1897.
Printed for both distribution and sessional papers.
- 4a. Preliminary statements of the business of Life Insurance Companies in Canada, for the year ended 31st December, 1897. Presented 9th June, 1898, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.
- 4b. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1897. Presented 9th June, 1898, by Hon. W. S. Fielding .
Printed for both distribution and sessional papers.

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5. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1897. Presented 22nd February, 1898, by Sir Richard Cartwright.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

6. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1897. Presented 7th February, 1898, by Hon. W. Paterson.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 6.

7. Inland Revenues of Canada. Excise, &c., for the fiscal year ended 30th June, 1897. Presented 7th February, 1898, by Sir Henri Joly de Lotbinière.
Printed for both distribution and sessional papers.
- 7a. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1897. Presented 7th February, 1898, by Sir Henri Joly de Lotbinière.
Printed for both distribution and sessional papers.
- 7b. Report on Adulteration of Food, for the fiscal year ended 30th June, 1897. Presented 16th February, 1898, by Sir Henri Joly de Lotbinière.*Printed for both distribution and sessional papers.*
8. Report of the Minister of Agriculture, for the calendar year 1897. Presented 9th March, 1898, by Hon. S. A. Fisher.*Printed for both distribution and sessional papers.*
- 8a. Report of the Director and Officers of the Experimental Farms, for the year 1897. Presented 7th June, 1898, by Hon. S. A. Fisher.*Printed for both distribution and sessional papers.*

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- 8b. Report on Canadian Archives, 1897.*Printed for both distribution and sessional papers.*
- 8c. Report of the Commissioner of Agriculture and Dairying.
Printed for both distribution and sessional papers.
- 8d. Criminal Statistics for the year 1897*Printed for both distribution and sessional papers.*

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9. Annual Report of the Minister of Public Works, for the fiscal year ended 30th June, 1897. Presented 3rd May, 1898, by Hon. J. I. Tarte.*Printed for both distribution and sessional papers.*
10. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1897. Presented 7th March, 1898, by Hon. A. G. Blair.
Printed for both distribution and sessional papers.

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11. Annual Report of the Department of Marine and Fisheries (Marine) for the fiscal year ended 30th June, 1897. Presented 3rd February, 1898, by Sir Louis Davies.
Printed for both distribution and sessional papers.
- 11a. Annual Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1897. Presented 1st March, 1898, by Sir Louis Davies.
Printed for both distribution and sessional papers.
- 11b. Report of the expedition to Hudson Bay and Cumberland Gulf in the steamship "Diana," under the command of William Wakeham, Marine and Fisheries, Canada, 1897. Presented 21st April, 1898, by Sir Louis Davies.*Printed for both distribution and sessional papers.*
- 11c. Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1897.*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 10.

12. Report of the Postmaster General, for the year ended 30th June, 1897. Presented 31st March, 1898, by Hon. W. Mulock.*Printed for both distribution and sessional papers.*
13. Annual Report of the Department of the Interior, for the year 1897. Presented 21st April, 1898, by Hon. C. Sifton*Printed for both distribution and sessional papers.*

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- 13a.** Summary Report of the Geological Survey Department, for the year 1897. Presented 20th May, 1898, by Hon. C. Sifton.....*Printed for both distribution and sessional papers.*
- 14.** Annual Report of the Department of Indian Affairs, for the year ended 30th June, 1897. Presented 9th March, 1898, by Hon. C. Sifton.*Printed for both distribution and sessional papers.*

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- 15.** Report of the Commissioner of the North-west Mounted Police Force, 1897. Presented 14th April, 1898, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*
- 16.** Report of the Secretary of State of Canada, for the year ended 31st December, 1897. Presented 24th March, 1898, by Sir Wilfrid Laurier..*Printed for both distribution and sessional papers.*
- 16a.** Reports of the Canadian members of the International Commission on the Deeper Waterways from the Great Lakes to the Atlantic. Presented 9th June, 1898, by Hon. A. G. Blair.
Printed for both distribution and sessional papers.
- 16b.** Civil Service List of Canada, 1897. Presented 7th February, 1898, by Hon. C. Fitzpatrick.
Printed for both distribution and sessional papers.
- 16c.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1897. Presented 26th April, 1898, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*
- 16d.** Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1897. Presented 3rd June, 1898, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.
- 17.** Report of the Joint Librarians of Parliament, for the year 1897. Presented 3rd February, 1898, by the Hon. The Speaker*Printed for sessional papers.*

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- 18.** Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1897. Presented 3rd June, 1898, by Hon. C. Fitzpatrick.
Printed for both distribution and sessional papers.
- 19.** Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1897. Presented 23rd March, 1898, by Hon. F. W. Borden.
Printed for both distribution and sessional papers.
- 20.** Copy of an order in council relative to the issue of licenses to United States fishing vessels. Presented 3rd February, 1898, by Sir Louis Davies *Not printed.*
- 20a.** Return to an order of the House of Commons, dated 12th April, 1897, for a return showing the number of fishing licenses granted to fish in Lake Erie, opposite East and West Elgin, and their location, whether pound net, gill net or seine license, and to whom granted during the years 1895 and 1896. Also the names of all applicants for licenses for the year 1897, giving the names of those applicants who were granted licenses and the amount paid by each of them. Also all telegrams, letters, reports and correspondence of every description in any way relating to the granting or refusal of such licenses. Presented 13th April, 1898.—*Mr. Ingram.*..... *Not printed.*
- 21.** Return to an order of the House of Commons, dated 12th April, 1897, for a return showing all mail contracts that were cancelled and all that expired in East and West Elgin since 15th July, 1896; also all correspondence, reports, tenders received and entered into for carrying the mail since 15th July, 1896, giving names and amounts. Presented 4th February, 1898.—*Mr. Ingram.*
Not printed.
- 21a.** Return to an order of the House of Commons, dated 5th May, 1897, for copies of correspondence and papers cancelling the contract with Mr. Finkle for carrying the mail from Newburgh to Kingston by the way of Camden East, Wilton, Odessa, etc. Also copies of tenders for carrying the mail from Newburgh to Kingston by the way of Camden East, Wilton, Odessa, etc.; together with all correspondence, reports and papers in connection with this contract. Presented 4th February, 1898.—*Mr. Wilson.*..... *Not printed.*
- 21b.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all papers and correspondence relating to tenders for the mail contract from Shubenacadie to Dean, in the province of Nova Scotia, including a statement of the tenders received and the reason for awarding the contract to one Guild. Presented 4th February, 1898.—*Sir C. Hibbert Tupper.* *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 21c.** Return to an order of the House of Commons, dated 3rd May, 1897, for a return showing: 1. Each contract for carrying the mails cancelled since 7th July, 1896, showing the locality covered by each contract and the county and province in which situated. 2. The name of each contractor. 3. The price of each contract at the time of cancellation. 4. If new contracts entered into, the contract price of each new contract. 5. The reason for the cancellation of each contract. Presented 4th February, 1898.—*Mr. Cameron*.....*Printed for sessional papers.*
- 21d.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all orders in council, correspondence, reports, tenders, if any, and papers relating to the carrying of the mail between Golden, B.C., and St. Eugene since July, 1896, the number of trips made by each courier and the amount paid to each. Presented 31st May, 1898.—*Mr. Foster*.....*Not printed.*
- 22.** Return of Treasury Board Over-rulings of Auditor General's decisions between the second session of the eighth parliament, 1897, and the session of 1898. Presented 7th February, 1898, by Hon. W. S. Fielding.....*Not printed.*
- 23.** General Rules and Orders of the Exchequer Court of Canada. Presented 7th February, 1898, by Hon. C. Fitzpatrick.....*Not printed.*
- 23a.** General Order No. 87 of the Supreme Court. Presented 25th March, 1898, by Hon. C. Fitzpatrick.
Not printed.
- 24.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all correspondence of record in the department of the interior in regard to the keeping of government horses by S. J. Donaldson, of Prince Albert, Saskatchewan, from October, 1894, until May, 1895, and referring in any way to the transferring of the keeping of said horses from Joseph Letellier de St. Just to the said S. J. Donaldson; together with all accounts received from S. J. Donaldson in connection with keeping of said horses and caring for other government property. Presented 7th February, 1898.—*Mr. Davis*.....*Not printed.*
- 25.** Copy of the order in council and the contract entered into between Her Majesty and Messrs. Mackenzie and Mann for the construction of a railway from the Stikine River to Teslin Lake. Presented 8th February, 1898, by Hon. A. G. Blair.....*See "Votes and Proceedings," page 37.*
- 26.** Statement of Governor General's Warrants issued since last session of parliament, on account of fiscal year 1897-98. Presented 8th February, 1898, by Hon. W. S. Fielding.....*Not printed.*
- 27.** Report of the Commissioner, Dominion Police Force, for the year 1897. Presented 8th February, 1898, by Hon. C. Fitzpatrick.....*Not printed.*
- 28.** Statement of expenditure on account of miscellaneous unforeseen expenses from 1st July, 1897, to 3rd February, 1898. Presented 10th February, 1898, by Hon. W. S. Fielding.....*Not printed.*
- 29.** Return to an order of the House of Commons, dated 17th May, 1897, for copies of all papers, reports and correspondence respecting the illegal fishing by foreigners in the waters of British Columbia, and also all papers, reports and correspondence respecting smuggling on the coast of British Columbia. Presented 11th February, 1898.—*Mr. Prior*.....*Not printed.*
- 30.** Report of Mr. W. T. Jennings, C.E., on routes to the Yukon. Presented 11th February, 1898, by Hon. C. Sifton.....*Printed for both distribution and sessional papers.*
- 30a.** Return showing the approximate amount of gold taken out of the Yukon district from 1886 to 1897, inclusive. Presented 15th February, 1898, by Hon. C. Sifton.....*Printed for sessional papers.*
- 30b.** Copies of the following papers: 1. Particulars of the standard and gauge of the Kaslo and Slocan Railway. 2. Proposal of J. Wesley Allison representing a syndicate for construction of Skagway and Lake Bennett and Dawson City Railway. 3. Proposal from a syndicate represented by Lord Charles Montague, Mr. Clarence H. Mackay and Mr. H. Maitland Kersey for construction of a railway from Stikine River to Teslin Lake. 4. Letters to the minister of the interior from Mr. H. Maitland Kersey, bearing date the 22nd and 23rd January, 1898. Presented 15th February, 1898, by Hon. C. Sifton.....*Printed for sessional papers.*
- 30c.** Return to an order of the House of Commons, dated 22nd February, 1898, for copies of all papers respecting any proposal made by Mr. Hamilton Smith, for the construction of a railway towards the Yukon. Presented 22nd February, 1898, by Sir Wilfrid Laurier.
Printed for sessional papers.

 CONTENTS OF VOLUME 13—*Continued.*

- 30d.** Return to an address of the Senate to his excellency the Governor General, dated 17th March, 1898, for a return showing all offers received by the government for building the Stikine-Teslin Railway or for building any railway or tramway to connect the head waters of the Yukon with the Pacific ocean, and all plans, specifications and other documents in connection therewith, and all correspondence upon this subject. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Wood.* . . . *Not printed.*
- 31.** Supplementary return to an address of the Senate to his excellency the Governor General, dated 9th April, 1897, for a statement showing for each department of the civil service, the names, ages, offices and salaries of such persons employed either in the inside or outside divisions thereof; and of such persons not in the civil service employed by the government in any department, who, since the 13th July, 1896, and in cases where no commission of investigation was appointed, as have been removed from office by dismissal, superannuation or otherwise, specifying in each case the manner of, the grounds for such removal, and the length of notice given to the persons removed, and the amount of superannuation or gratuity granted, if any; also showing the name, age, office and salary or remuneration of any and every person appointed to the civil service in the place of, or as a consequence of any such removal. Presented (Senate) 16th March, 1898.—*Hon. Mr. Kirchhoffer.*
Printed for sessional papers.
- 31a.** Partial return to an address of the Senate to his excellency the Governor General, dated 9th April, 1897, for a return showing: 1. The number of commissions issued, and the number and names of all commissioners appointed by order in council or otherwise, since the 11th July last, to inquire into and report upon charges preferred against any employee of the government, whether permanent or temporary, of offensive partisanship during the last Dominion election, or at any other time. 2. The number of commissions issued, and the number and names of all commissioners appointed to inquire into and report upon charges preferred, or upon the conduct of any officer or other employee of the government, permanent or temporary, other than those mentioned in the preceding paragraph. 3. The number and names of all commissioners appointed to investigate and report upon any claim or claims preferred against the government, and the finding of such commissioner or commissioners thereon. 4. The date of, and copy of each commission issued, and the date of the appointment of each commissioner, his name, residence and designation. 5. The time occupied in each investigation by each commissioner or commissioners. 6. The amount paid or to be paid to each commissioner, in fees, *per diem* allowance, salary, travelling expenses, and incidentals of all kinds. 7. The number of witnesses summoned in each case to appear before the investigating commissioner or commissioners. 8. The amount paid or to be paid, to each witness, in fees, *per diem* allowance, travelling expenses, or for any other services rendered. 9. The number of bailiffs and constables employed in each case, and the amount paid or to be paid to each for his services in any capacity. 10. The number and names of all lawyers retained or engaged in any way by the crown to conduct each case, the amount paid or to be paid to each lawyer or counsel so engaged. 11. A copy of all reports made to heads of departments, or to his excellency the governor general in council, by any commissioner or commissioners, together with his or their findings in each case; and a statement showing the action taken thereon by any head of a department, or by the governor general in council. 12. The name, age, office and salary of any and every person appointed to any office or employment under the government, in the place of, or in consequence of any person's removal or dismissal, as a result of the finding of any commissioner or commissioners. Presented (Senate) 16th March, 1898.—*Hon. Sir Mackenzie Bowell.* *Printed in abstract form.*
- 31b.** Supplementary return to No. 31a. Presented (Senate) 25th March, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 31c.** Supplementary return to No. 31a. Presented (Senate) 18th May, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 31d.** Supplementary return to No. 31a. Presented (Senate) 27th May, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 31e.** Supplementary return to No. 31a. Presented (Senate) 31st May, 1898.—*Hon. Sir Mackenzie Bowell.* *See 31a.*
- 32.** Statement in reference to fishing bounty expenditure for 1896-97. Presented 15th February, 1898, by Sir Louis Davies. *Not printed.*
- 33.** Statement of all superannuations and retiring allowances in the civil service during year ended 31st December, 1897, giving name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or new appointment, and salary of any new appointee. Presented 16th February, 1898, by Hon. W. S. Fielding. *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

34. Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since the last return, 5th April, 1897, and submitted to parliament in accordance with section 23 of chapter 19 of the Revised Statutes of Canada. Presented 16th February, 1898, by Hon. C. Fitzpatrick *Not printed.*
35. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ended 30th June, 1897. Presented 18th February, 1898, by Hon. W. S. Fielding. *Not printed.*
36. Return to an order of the House of Commons, dated 22nd February, 1898, for copies of all papers respecting the establishment of a line of vessels between Canada and France. Presented 22nd February, 1898, by Sir Wilfrid Laurier. *Printed for sessional papers.*
37. Return to an address of the House of Commons to his excellency the Governor General, dated 17th May, 1897, for copies of all depositions, declarations, reports, orders in council, correspondence, etc., concerning the dismissal of M. P. Laberge, late deputy postmaster at the city of Quebec. Presented 2nd March, 1898. —*Mr. Cosgrain*. *Not printed.*
- 37a. Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, charges, evidence and reports in connection with the case of Benjamin Palmer, formerly lighthouse keeper at Palmer's Point, King's county, N.B. Presented 3rd March, 1898. —*Mr. Foster*. *Not printed.*
- 37b. Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of the report made to the government by Mr. Jean B. B. Prévost, who was appointed to inquire into the conduct of Mr. D. Desroches, collector of revenue for the excise division of Terrebonne. Presented 22nd March, 1898. —*Mr. Chauvin*. *Not printed.*
- 37c. Supplementary return to an order of the House of Commons, dated 5th April, 1897, for a return giving the names of all commissioners appointed by the government or any of the ministers to hear charges and make investigations into the conduct of civil servants and employees of the government or any of the departments since July, 1896, together with the rate of pay and allowances of each and the length of time each has been employed, and the full amount paid; also copies of all reports made by them to the government, or any member thereof, and copies of the authorization and instructions under which they acted. Presented 25th March, 1898. —*Mr. Foster*. *Not printed.*
- 37d. Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence and papers touching the appointment of R. S. Thompson to the position of postmaster in the town of Oxford, Cumberland county, Nova Scotia, and the dismissal of Henry Smith from said office, the applications for the said position and correspondence respecting the same; also copies of all reports or charges, if any, made against R. S. Thompson for selling liquor contrary to the provisions of the Scott Act, and for smuggling or other charges; and all papers showing what, if any, action has been taken on these complaints. Presented 28th March, 1898. —*Sir C. Hibbert Tupper*. *Not printed.*
- 37e. Return to an order of the House of Commons, dated 14th March, 1898, for a return of all papers, correspondence and reports connected with the dismissal of S. R. Griffin, Isaac's Harbour, Nova Scotia, from his position of postmaster, including a petition signed by seven-eighths (more or less) of the electors of said district, in favour of the retention in the service of an officer who had served for twenty-two years and a half. Presented 12th April, 1898. —*Sir C. Hibbert Tupper*. *Not printed.*
- 37f. Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all papers, letters, correspondence, depositions, reports, documents, etc., in relation to the suspension from office of Victor J. A. Venner, as Indian agent for the Restigouche band of Indians. Presented 12th April, 1898. —*Mr. McAlister*. *Not printed.*
- 37g. Return to an order of the House of Commons, dated 18th April, 1898, for copies of all letters, papers and correspondence or reports between the minister of the interior or any of his departmental employees, and any Indian agent or agents regarding the dismissal of Dr. George T. Orton as medical superintendent of Indians in the province of Manitoba. Presented 27th April, 1898. —*Mr. Sproule*. *Not printed.*
- 37h. Return to an order of the House of Commons, dated 30th March, 1898, for copies of all correspondence between any minister of the crown and other persons respecting the dispensing with the services of John Walker as caretaker of the Cave and Basin Baths at Banff, North-west Territories. Presented 27th April, 1898. —*Mr. Davin*. *Not printed.*

 CONTENTS OF VOLUME 13—*Continued.*

- 37i.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all papers, reports and official correspondence in any way connected with the dismissal of David Ross, fishery officer for N. E. Margaree, in the island of Cape Breton. Presented 28th April, 1898.—*Sir C. Hibbert Tupper*..... *Not printed.*
- 37j.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of papers, correspondence and orders concerning the dismissal of François Corbeil, formerly wharfinger on the Lachine canal. Presented 4th May, 1898.—*Mr. Bergeron*..... *Not printed.*
- 37k.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of reports, correspondence and papers relating to the dismissal of Charles Hoar, an employee of the Intercolonial Railway at Pictou, Nova Scotia. Presented 4th May, 1898.—*Sir C. Hibbert Tupper*..... *Not printed.*
- 37l.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for a return giving: (a.) The names of employees relieved from duty by the government by dismissal or otherwise upon the Welland canal and Welland canal feeder, from the 13th of July, 1896, to the 1st of March, 1898. (b.) The years of service of each employee so relieved of duty. (c.) The amount of retiring allowance, if any. (d.) The cause of dismissal in each case. (e.) The amount of pay per annum of which each employee had been in receipt. (f.) The names of new employees appointed, whether permanently or temporarily, between the same dates. (g.) The amount to be paid to each of such new temporary or permanent employee per month. Presented 5th May, 1898.—*Mr. Montague*..... *Not printed.*
- 37m.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, giving: (a.) The names of employees relieved from duty by the government by dismissal or otherwise upon the Lachine canal, from 13th July, 1896, to 1st March, 1898. (b.) The years of service of each employee so relieved of duty. (c.) The amount of retiring allowance, if any. (d.) The cause of dismissal in each case. (e.) The amount of pay per annum of each employee at date of dismissal. (f.) The names of new employees appointed, whether permanently or temporarily, from 13th July, 1896, to 1st March, 1898. (g.) The amount to be paid to each such new temporary or permanent employee per month. Presented 5th May, 1898.—*Mr. Quinn*..... *Not printed.*
- 37n.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all reports, correspondence and papers relating to the dismissal of R. H. Simmonds, an employee of the Intercolonial Railway, in the general offices at Moncton, N. B. Presented 5th May, 1898.—*Mr. Powell*..... *Not printed.*
- 37o.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of all letters, telegrams and correspondence with respect to the dismissal of Thomas Walton, late Indian agent of the Parry Island band; also report of investigation regarding the same. Presented 6th May, 1898.—*Mr. McCormick*..... *Not printed.*
- 37p.** Return to an address of the Senate to his excellency the Governor General, dated 14th March, 1898, for: 1. Copies of all complaints, whether by affidavit or otherwise, made against Mr. John Taylor, late postmaster of the city of Belleville. 2. Copies of all orders in council authorizing the reducing of the post office in Belleville from that of a city to a town office. 3. The names of the employees of said office who were dismissed, their ages, length of time each was in the service of the government, the amount of gratuity paid to each who had not served ten years, over the amount of superannuation allowance allowed to each clerk who had served for ten years and over. 4. The names of those who were reappointed, and the salaries now paid them, in addition to their superannuation allowance. 5. The reasons why Miss I. M. Newberry and W. B. Walker were not re-employed, and two new and inexperienced clerks appointed in their stead. 6. And copies of all correspondence between members of the reform association of Belleville or any other person or persons, in relation to the reduction of said office from a city to a town office, the removal or dismissal of the postmaster or any of the clerks of said office, and copies of all records, if any, of the deputations which visited Ottawa in connection with the business of the said office. Presented (Senate) 3rd May, 1898.—*Hon. Sir Mackenzie Bowell*..... *Not printed.*
- 37q.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of information, evidence of investigation and report, correspondence and papers relating to the dismissal of Thomas H. Miller from the office of shipping master for the port of Bear River, Annapolis county, N.S., and the appointment of Albert Harris. Presented 9th May, 1898.—*Mr. Mills*..... *Not printed.*

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- 37r.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence, evidence taken by commissioners, reports, recommendations and other papers relating to the dismissal of Joseph Steeves, late postmaster at Elgin, Albert county, New Brunswick, and to the appointment of his successor to that office. Presented 12th May, 1898.—*Mr. McInerney.*
Not printed.
- 37s.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1898, for copies of all orders in council, reports of the inspector or other officers of the post office department, and correspondence respecting the dismissal or retirement of Mr. M. G. McLeod from the postal mail service in Nova Scotia. Presented 13th May, 1898.—*Sir C. Hibbert Tupper.*
Not printed.
- 37t.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all papers, reports and correspondence referring to or connected with the dismissal of D. Bain, Esq., station agent at Port Mulgrave, Intercolonial Railway. Presented 17th May, 1898.—*Sir C. Hibbert Tupper.*
Not printed.
- 37u.** Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1898, for copies of all orders in council, complaints, depositions, reports, correspondence, papers and other documents in relation to the dismissal of Mr. Elzéar Lanouette, postmaster of Ste. Anne de la Pérade, and to the appointment of his successor. Presented 18th May, 1898.—*Mr. Marcotte.* *Not printed.*
- 37v.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence, reports of evidence, recommendations and other papers relating to the dismissal of Joshua L. Steeves, lately collector of customs at Hillsboro', Albert county, New Brunswick, and to the appointment of his successor. Presented 25th May, 1898.—*Mr. McInerney.* *Not printed.*
- 37w.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all orders in council, papers, correspondence, evidence and reports connected with the inquiry into the charges made against Mr. A. F. Cameron, of the customs service at Sherbrooke, Nova Scotia, and his dismissal from office. Presented 25th May, 1898.—*Sir C. Hibbert Tupper.* *Not printed.*
- 37x.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all correspondence, orders in council and petitions with the names attached thereto, relative to the dismissal of James M. Aitken, sub-collector of customs at the outport of Montague, Prince Edward Island, together with reasons for which he was dismissed. Presented 25th May, 1898.—*Mr. Macdonald (King's).* *Not printed.*
- 37y.** Return to an address of the House of Commons to his excellency the Governor General, dated 9th May, 1898, for copies of all papers in connection with the dismissal of John F. Tennant, late collector of customs at Gretna, Manitoba. Presented 30th May, 1898.—*Mr. Quinn.* *Not printed.*
- 37z.** Return to an order of the House of Commons, dated 25th April, 1898, for a return showing: 1. The names of all persons who, having been in the employ of the government in the North-west Territories, have ceased to be in that employ since June, 1896. 2. The date at which their services were dispensed with and the reasons for their dismissals in each case. Presented 2nd June, 1898.
Mr. Davin. *Not printed.*
- 37aa.** Return to an order of the House of Commons, dated 3rd June, 1898, showing all the changes that have been made in the officials and employees of the customs department in the county of Cape Breton since June, 1896, and giving copies of all letters, papers, petitions, telegrams, recommendations and correspondence relating to such changes. Presented 3rd June, 1898.—*Hon. W. Paterson.*
Not printed.
- 37bb.** Return to an address of the Senate to his excellency the Governor General, dated 17th June, 1897, for a copy of all correspondence exchanged between the different departments, or employees thereof, and Mr. Choquette, member of the house of commons for Montmagny, on the subject of the dismissal of the following persons: Charles Bouffard, postmaster at Berthier; Louis Lavoie, postmaster at l'Île aux Grues; Joseph Bossinotte, postmaster at Cap St. Ignace; Michel St. Pierre, postmaster at St. Paul du Buton; Mde. Cyp. Dionne, postmistress at St. Pierre, Rivière du Sud; Napoléon Dugal, postmaster at Beaubien; Cléophas Bélanger, postmaster at Landvilla; Mde. Ignace Mercier, postmistress at Mercier; Alfred Dubé, employee on the Intercolonial Railway; J. B. Proulx, employee on the Intercolonial Railway; Xavier Simoneau, employee on the Intercolonial Railway; Xavier Poitras, employee on the Intercolonial Railway; Sifroid Fortin, employee on the Intercolonial Railway; Téléphore Gendreau, harbour master at Montmagny; Maxime Dubé, customs officer (preventive officer); Téléphore Gendreau, guardian of the wharf at St. Thomas. Presented (Senate) 7th June, 1898.—*Hon. Mr. Landry.* *Not printed.*

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- 38.** Commission of Major Walsh as executive officer of the Yukon district. Presented 4th March, 1898, by Sir Wilfrid Laurier. *Printed for sessional papers.*
- 38a.** Copy of the orders in council of the 17th and 26th August, 1897, appointing James Morrow Walsh, Esquire, chief executive officer of the government in the Yukon territory. Presented 7th March, 1898, by Hon. C. Sifton. *Printed for sessional papers.*
- 38b.** Return to an address of the Senate to his excellency the Governor General, dated 17th March, 1898, for copies of all letters and reports received by the government or any department thereof, from Commissioner Walsh, while on his way to the Yukon district, or since his arrival there. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Ferguson.* *Printed for sessional papers.*
- 38c.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of orders in council, commission, instructions, correspondence and papers relating to the appointment and duties of Major Walsh, commissioner of the provisional district of Yukon, including any directions concerning his duties on the way to Dawson city as well as those after his arrival there. Presented 23rd May, 1898.—*Sir C. Hilbert Tupper.* *Printed for sessional papers.*
- 39.** Return to an address of the House of Commons to his excellency the Governor General, dated 7th March, 1898, for copies of the correspondence between Sir Wilfrid Laurier and Mr. Foster, of the United States of America, following the meeting of the experts on the Behring Sea seal question. Presented 7th March, 1898.—*Sir Wilfrid Laurier.* *Printed for both distribution and sessional papers.*
- 40.** Statement of the affairs of the British Canadian Loan and Investment Company, as on 31st December, 1897. Presented 7th March, 1898, by the Hon. The Speaker. *Not printed.*
- 41.** Copy of the order in council of 15th July, 1897, under which a lease of the right of subaqueous mining on the North Saskatchewan river was issued to Mr. G. A. Drolet, and in which are set forth the conditions of the said lease. Presented 7th March, 1898, by Hon. C. Sifton. *Printed for sessional papers.*
- 41a.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copy of the mining lease granted to Chevalier Drolet. Presented 27th April, 1898.—*Mr. Davin.* *Not printed.*
- 42.** Return showing reductions and remissions made during the fiscal year ended 30th June, 1897, under section 141 as added to the Indian Act by section 8, chapter 35, 58-59 Victoria. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 43.** Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1896, to the 1st October, 1897. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 43a.** Return of correspondence, etc., respecting the affairs of the Canadian Pacific Railway Company, which the department of the interior has had since the previous return was presented to parliament under the resolution of the 20th February, 1882. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 44.** Return of orders in council which have been published in the *Canada Gazette*, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada, and its amendments. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 44a.** Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, in accordance with the provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 45.** Return of orders in council which have been published in the *Canada Gazette*, in accordance with the provisions of the North-west Irrigation Act, being 57-58 Victoria, chapter 30, etc. Presented 7th March, 1898, by Hon. C. Sifton. *Not printed.*
- 46.** Return of the names and salaries of all persons appointed to, or promoted in the civil service during the calendar year 1897, specifying the office to which each has been appointed or promoted. Presented 10th March, 1898, by Sir Henri Joly de Lotbinière. *Printed for sessional papers.*
- 47.** Correspondence, etc., relative to the establishment of an agency or agencies of the Canadian Bank of Commerce in the Yukon district. Presented 10th March, 1898, by Hon. W. S. Fielding. *Printed for distribution.*
- 48.** Return to an address of the House of Commons to his excellency the Governor General, dated 17th May, 1897, for copies of all correspondence, tenders asked for and received, orders in council and papers in connection with the fast Atlantic service. Presented 14th March, 1898.—*Sir Adolphe Caron.* *Not printed.*

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49. Return to an order of the House of Commons, dated 14th March, 1898, for a return of the number of acres seeded, the nature of the seed sown, and the amount of crops grown in each Indian reserve in the North-west Territories. Presented 24th March, 1898.—*Mr. Davin* *Not printed.*
- 49a. Return to an order of the House of Commons, dated 14th March, 1898, for a return showing the number of acres reserved for settlement in the North-west Territories; the number thus reserved in Manitoba; the number of acres in the North-west Territories sold to railways; the number reserved for railways; the number reserved for the government; the number of acres settled on; the number of acres in Manitoba sold to railways; the number reserved for railways in Manitoba; the number reserved for the government in Manitoba, and the number of acres in Manitoba settled on. Presented 27th April, 1898.—*Mr. Davin* *Not printed.*
50. Return to an order of the House of Commons, dated 14th February, 1898, for reports, recommendations, etc., of the council of the Montreal bar, addressed to the minister of justice, concerning the judges of the province of Quebec. Presented 24th March, 1898.—*Mr. Bergeron* *Not printed.*
51. Return to an address of the Senate to his excellency the Governor General, dated 18th February, 1898, for the number of permits that have been granted to persons for the purpose of taking spirituous and intoxicating liquors into the Yukon district, the date of such permits, together with the name of the person to whom the permit has been granted, and the number of gallons covered by such permit, and the fee charged by the government per gallon. Presented (Senate) 29th March, 1898.—*Hon. Mr. Perley* *Not printed.*
- 51a. Return to an address of the Senate to his excellency the Governor General, dated 11th March, 1898, for all correspondence by letters or telegrams between the federal government, at Ottawa, and his honour the lieutenant-governor of the North-west Territories, in reference to the granting of liquor permits or the introduction of liquor into the Yukon district during the last six months; also any correspondence with the government of the North-west Territories regarding the rights of the North-west Territories in regard to issuing liquor permits for the taking of intoxicating liquor into the Yukon district. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Perley*.
Printed for sessional papers.
52. Return to an order of the House of Commons, dated 7th June, 1897, for a return of the number of tons of bituminous steam coal and of bituminous slack coal imported from the United States in 1896, at several ports of entry, and amount of duty collected at such ports, and duty paid by Grand Trunk and Canadian Pacific Railways. Presented 31st March, 1898.—*Mr. Roche* *Not printed.*
53. Return to an address of the House of Commons to his excellency the Governor General, dated 3rd May, 1897, for a copy of Schedule B, showing recommendations of the treasury board as submitted by report of council to his excellency the governor general on the 6th and 7th July, 1896, and intended to be approved by him, laid upon the table of the house last session, with a statement of the action taken by the government on each of these appointments as made by the said order in council approved by his excellency, or, where no action has been taken, the reason for such a course. Presented 13th April, 1898.—*Sir Charles Tupper* *Printed for sessional papers.*
54. Return to an address of the House of Commons to his excellency the Governor General, dated 17th May, 1897, for copies of all correspondence, etc., not already brought down, between the government of Canada and the government of Newfoundland, in reference to the admission of Newfoundland into the union with Canada; also copies of all correspondence between the government of Canada and that of Newfoundland in reference to the establishment of freer trade relations between Newfoundland and Canada. Presented 13th April, 1898.—*Mr. Martin*.
Printed for sessional papers.
55. Return to an order of the House of Commons, dated 30th March, 1898, for a return showing the number of bushels of wheat graded into elevators at Fort William from 15th September, 1897, to 15th January, 1898, and the grades of the same as allowed by the government grain inspector at that point; also the number of bushels of wheat graded out of the above mentioned elevators during the same period, and the grades of the same as allowed by the said government inspector. Presented 13th April, 1898.—*Mr. Richardson* *Not printed.*
- 55a. Return to the Senate, dated 11th March, 1898, for a statement showing the quantity of wheat imported into the Dominion since 30th June last, the quantity exported during the same period, and the quantity exported from Manitoba during the like period. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Wark* *Not printed.*
56. Correspondence on the subject of Japanese immigration. Presented 13th April, 1898, by Sir Wilfrid Laurier *Not printed.*

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- 57.** Return of copies of all agreements, not hitherto laid upon the table of the house, entered into by the department of railways with the Grand Trunk Railway Company in connection with the Montreal extension of the Intercolonial Railway. Presented 19th April, 1898, by Hon. A. G. Blair.
Printed for both distribution and sessional papers.
- 58.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of all correspondence between the British government and the government of Canada, in reference to the conference of colonial premiers held in London in June, 1897, in accordance with Mr. Chamberlain's invitation of January 28th preceding, with the report of the proceedings of the same. Presented 20th April, 1898.—*Mr. Foster*... *Printed for sessional papers.*
- 59.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of all depositions and papers in connection with the case of the Queen against H. B. Cameron for libel, either before the police magistrate or the court of queen's bench at Montreal, including a copy of the judgment of Hon. Mr. Justice Wurtel upon the motion for the discharge of the bail bond. Presented 20th April, 1898.—*Mr. Bostock*..... *Not printed.*
- 60.** Return to an order of the House of Commons, dated 14th February, 1898, showing the cost of "Hansard" for each year from and including 1890 to 1897—the return to cover the cost of reporting, transcribing, translating, printing, binding, circulating through the post office or express offices and all other expense connected with the present system of reporting and publishing the debates of the house. Presented 21st April, 1898.—*Mr. Ellis*..... *Not printed.*
- 61.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all applications or recommendations for positions as mail carriers in the city of Brantford, in connection with the free postal delivery by the postmaster general. Presented 21st April, 1898.—*Mr. Clancy*... *Not printed.*
- 62.** Return to an order of the House of Commons, dated 30th March, 1898, for a return showing: (a) The names and appointments of members of the staff and employees of the royal military college of Canada who have been struck off the strength between the 30th June, 1896, and 31st December, 1897. (b) The corresponding dates. (c) The respective conditions of engagement as regards duration. (d) The respective lengths of service completed. (e) The respective retiring allowances, if any, granted. (f) The grounds upon which the respective grants were made, and the principles regulating them, with explanation of variation, if any. (g) The appointments which having been vacated, have since been refilled, with dates thereof. (h) The extra public expenditure involved by the respective new appointments other than those caused by deaths, including travelling, lodging and all other charges met or to be met on this account. (i) In cases of vacancies caused by death, the amounts granted to the families of deceased employees. Presented 21st April, 1898.—*Mr. Tyrwhitt*..... *Not printed.*
- 62a.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all correspondence and reports, direct or indirect, and of minutes of verbal communications between Imperial government authorities, Canadian government authorities, and the commandant royal military college of Canada, relating to the granting in the years 1898 and 1899 of commissions in her majesty's regular forces, to cadets of the royal military college of Canada. Presented 21st April, 1898.—*Mr. Tyrwhitt*..... *Not printed.*
- 63.** Return to an address of the House of Commons to his excellency the Governor General, dated 5th April, 1897, for copies of all memorials, statements and other documents from the government of the province of Manitoba in relation to an unsettled claim resulting from that province being charged with the cost of the erection of public buildings; with copies of all correspondence in connection therewith. Presented 21st April, 1898.—*Mr. LaRivière*..... *Printed for sessional papers.*
- 64.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all orders in council, reports, correspondence and papers in any way relating to the claim of E. J. Walsh, Esq., against the government of the Leeward Islands. Presented 25th April, 1898.—*Sir U. Hibbert Tupper*..... *Not printed.*
- 65.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all papers connected with the discharge from the mounted police of William J. Spencer, who, on May 14, 1885, was wounded while patrolling through the Eagle Hills with a party attached to Col. Otter's column; the report of the board which sat on his case, and its recommendation. Presented 25th April, 1898.—*Mr. Davin*..... *Not printed.*

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66. Report of the commissioners appointed to investigate, inquire into and report upon the state and management of the St. Vincent de Paul Penitentiary. Presented 26th April, 1898, by Hon. C. Fitzpatrick. *Not printed.*
67. Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, estimates, tenders, reports and petitions addressed to the government concerning the yearly flooding of farm land at Ste. Geneviève, in the county of Jacques Cartier, consequent upon public works in the Ottawa river. Presented 26th April, 1898.—*Mr. Monk*. *Not printed.*
68. Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, estimates, tenders, reports and petitions addressed to the government in regard to the construction of a wharf at Point Claire in the county of Jacques Cartier. Presented 26th April, 1898.—*Mr. Monk*. *Not printed.*
- 68a. Return to an order of the House of Commons, dated 30th March, 1898, for correspondence between the department of public works and Mr. L. H. Masson, of St. Anicet, concerning the government wharf at that place. Also correspondence between the same department and citizens of St. Anicet regarding the building of a pier at said wharf. Presented 28th April, 1898.—*Mr. Bergeron*. *Not printed.*
69. Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of all correspondence, reports, orders in council and papers relating to the giving the work of printing the Klondike Official Guide to Mr. Daniel Rose of Toronto. Presented 27th April, 1898.—*Mr. Foster*. *Printed for sessional papers.*
70. Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1898, for copies of the following documents and papers: (a.) The commission issued to Mr. Rothwell, law clerk in the department of the interior, Ottawa, authorizing him to investigate the grievances of certain settlers residing within the Esquimalt and Nanaimo Railway Company's land belt on Vancouver Island. (b.) All evidence taken under the said commission at Nanaimo, Victoria, or elsewhere. (c.) All reports made by the said Mr. Rothwell on all matters inquired into by him under the said commission. Presented 27th April, 1898.—*Mr. McInnes*. *Not printed.*
71. Return to an order of the House of Commons, dated 14th March, 1898, for a return of copies of all papers connected with the letting of the contract for the construction of the railway bridge at Edmonton, including advertisements, specifications, the tenders, the contract; any subsequent modifications of the same; correspondence; and return respecting forfeitures connected with the said contract and the action of the government thereon, and a further return stating the conditions of the work at present. Presented 28th April, 1898.—*Mr. Davin*. *Not printed.*
72. Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all papers and correspondence (such as can be properly brought down) between the Imperial government and the government of Canada, in relation to the improvement of the defences of Canada. Presented 2nd May, 1898.—*Mr. Casgrain*. *Not printed.*
73. Return to an order of the House of Commons, dated 14th March, 1898, for copies of all correspondence between the mayor and corporation of Gananoque, or any other person, with the government in reference to the removal of the drill shed at Gananoque. Also all correspondence in reference to the sale or purchase of a new site. Also all offers made by the president of the agricultural society of Gananoque, or any other person, offering to rent or sell a suitable building in which to store the arms and clothing; and also all other correspondence with the government, dealing with this question. Presented 4th May, 1898.—*Mr. Taylor*. *Not printed.*
- 73a. Supplementary return to No. 73. Presented 11th May, 1898.—*Mr. Taylor*. *Not printed.*
- 73b. Return to an order of the House of Commons, dated 14th March, 1898, for a return showing: (a) What works or repairs have been executed on the drill shed at Montreal since the 1st of September, 1896. (b) The estimated cost of said works. (c) The names of those who executed said works, and the amounts paid to each by the government. (d) The mode of calling for tenders in reference to the execution of said works. Presented 11th May, 1898.—*Mr. Monk*. *Not printed.*
74. Return to an address of the Senate to his excellency the Governor General, dated 31st March, 1898, for copies of all correspondence, memoranda, papers and orders in council relating to the Manitoba school question, since the 1st of July, 1896, up to this date. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Bernier*. *Printed for both distribution and sessional papers.*

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- 74a.** Return to an address of the Senate to his excellency the Governor General, dated 31st March, 1898, for a statement of the quantity of lands allotted for school purposes in Manitoba; the quantity of said lands sold, and the prices at which they have been sold; the amount received on that account the amounts still due to the government; the manner in which this fund is invested and administered; the amount already paid to the province of Manitoba, how much on the capital, if any, and how much on the interest; the amount still at the credit of the province, whether on the capital or on the interest; the dates of payment in each case, and the amount of each payment; and also all the correspondence, papers, memoranda and orders in council relating thereto, up to date. Presented (Senate) 31st May, 1898.—*Hon. Mr. Bernier.*
Printed for both distribution and sessional papers.
- 75.** Return to an address of the Senate to his excellency the Governor General, dated 25th March, 1898, for copies of all correspondence between J. A. J. McKenna, the representative of the department of the interior, and any member of the British Columbia government in respect to the proposed removal of the Indians from the Songhees reserve in the city of Victoria, British Columbia. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Templeman*.....*Not printed.*
- 76.** Return to an address of the Senate to his excellency the Governor General, dated 9th April, 1897, for a return showing the number of railway tickets sold during the year 1896 by the various railway companies of the Dominion, those under the rate of two cents per mile, and those over the rate of two cents per mile. Also the number of life insurance policies in force, dividing them as follows: \$500.00 and upwards, \$1,000.00, \$2,000.00, \$5,000.00, \$10,000.00, \$25,000.00, \$50,000.00. And also the number of infantile insurance and amount. Presented (Senate) 3rd May, 1898.—*Hon. Mr. Boulton*.....*Not printed.*
- 77.** Return to an address of the Senate to his excellency the Governor General, dated 28th March, 1898, for copies of all papers, letters, telegrams, reports, recommendations, contracts, payments and correspondence, between the department of militia and any person or persons whatsoever, and also all reports and orders in council in connection with the equipment of the militia force, referring to the Oliver, the Lewis and the Merrian patents. Presented (Senate) 4th May, 1898.—*Hon. Mr. Landry*.....*Not printed.*
- 77a.** Supplementary return to No. 77. Presented (Senate) 30th May, 1898.—*Hon. Mr. Landry.*
Not printed.
- 78.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of all tariffs of every kind, supplementary, regular and special, in force from time to time on the Intercolonial Railway since the appointment of Mr. Harris. Presented 5th May, 1898.—*Mr. Foster*.....*Not printed.*
- 78a.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all papers and correspondence, including copy of advertisement, connected with the letting of Intercolonial Railway contract for farm gates in the winter of 1896-97, Intercolonial Railway contract with one McNeil, of New Glasgow, Nova Scotia, and copies of tenders and deposits by the different parties tendering for the same. Presented 5th May, 1898.—*Sir C. Hibbert Tupper*.....*Not printed.*
- 79.** Return to an order of the House of Commons, dated 14th March, 1898, for copies of all papers and correspondence respecting a fire claim of D. Connors, Esq., Bayfield, Antigonish, between officers of the department of railways and canals and other departments, as well as between the claimant and others and the department. Presented 5th May, 1898.—*Sir C. Hibbert Tupper*.....*Not printed.*
- 80.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for a copy of the report forwarded to the government by Mr. Wilfrid Mercier, appointed to hold an investigation into the conduct of employees on the St. Ann lock on the Ottawa river. Presented 5th May, 1898.—*Mr. Monk*.....*Not printed.*
- 81.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of accounts of Mr. H. H. Robertson, registrar of the election court in the election trial held at the city of London in the fall of 1897, contesting the right of Thomas Beattie, Esq., to sit as member for the city of London, in connection with the said trial, with vouchers and certificates, and all correspondence relating thereto. Presented 10th May, 1898.—*Mr. Calvert*.....*Not printed.*
- 82.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of all petitions, reports, applications, letters, telegrams, evidence, depositions, arguments, papers, writings, correspondence, judge's charge, judge's report, orders in council, and other documents of every kind relating to the commutation of the sentence pronounced

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- by Mr. Justice Ritchie of the supreme court of Nova Scotia, upon Lyman Dart, or to the pardoning of the said Lyman Dart, or to any application for such commutation or pardoning, and including all documents which were taken into consideration by the minister of justice or by the solicitor general, or by his excellency the governor general in council in connection with such commutation or pardon. Presented 10th May, 1898.—*Mr. Borden (Halifax)*..... *Not printed.*
- 83.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, advertisements for tenders and answers thereto, reports and orders in council, and a list of all permits, licenses or leases granted, containing names of the grantees and extent of territory given and conditions attached to each, the amount paid and to be paid therefor in respect of gold placer mining or gold dredging areas in the North-west Territories and the Yukon district. Presented 11th May, 1898.—*Mr. Foster.*
Printed for both distribution and sessional papers.
- 83a.** Return to an address of the Senate to his excellency the Governor General, dated 18th March, 1898, for a return of all dredging leases made by the government during the last eighteen months on the Saskatchewan river and its branches, also particulars of the parties to whom made, the rental to be paid and the amount paid, the extent of work, if any, done under same, together with the official reports, if any, which induced the government to grant said leases upon the terms contained therein. Presented (Senate) 18th May, 1898.—*Hon. Mr. Loughheed.*
Printed for sessional papers.
- 84.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of orders in council, correspondence, claims, memoranda, statements, memorials, etc., in connection with the government of Prince Edward Island and a delegation, consisting of Mr. Warburton, premier of the province, Mr. H. C. Macdonald, attorney-general of the province and others in regard to questions at issue between the government of Prince Edward Island and the dominion of Canada. Presented 12th May, 1898.—*Mr. Martin.*
Printed for sessional papers.
- 85.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all petitions, letters and documents respecting the claims made by the veterans of the rebellion of 1837-8 for pensions or other compensation, and for all departmental replies thereto and all other papers connected therewith. Presented 12th May, 1898.—*Mr. Cameron*..... *Not printed.*
- 86.** Return to an order of the House of Commons, dated 30th March, 1898, for copies of all petitions, reports, letters, correspondence and papers, including all letters, communications or correspondence between the different departments of the government, particularly the letter from the minister of marine and fisheries, under the late government, to the then minister of public works, and the letter of the Hon. Mr. Dickey, in said letter referred to, referring to the removal of the remains of piers of the old bridge at the mouth of Bear river, N.S. Presented 13th May, 1898.
Mr. Mills..... *Not printed.*
- 87.** Return to an order of the House of Commons, dated 18th April, 1898, for a copy of the report of W. L. M. King respecting the manufacture of militia clothing in Canada. Presented 16th May, 1898.—*Mr. Belcourt*..... *Printed for distribution.*
- 87a.** Return to an order of the House of Commons, dated 14th March, 1898, for a return showing: (1.) All contracts for military clothing entered into by the government of Canada since the 1st of September, 1896. (2.) The name of each contractor and the amount of his contract. (3.) The mode of calling for tenders in each case, and the names and amounts mentioned by each tenderer. Presented 6th June, 1898.—*Mr. Monk*..... *Not printed.*
- 88.** Return to an order of the House of Commons, dated 7th June, 1897, for copies of all correspondence, telegrams and replies thereto, between the minister of agriculture or any member of the government and any person in reference to the withdrawal, or proposed withdrawal of government aid or control from cheese and butter factories in Prince Edward Island. Also all correspondence, etc., between any member or official of the government and any person, representing or on behalf of any cheese or butter factory proposed to be erected and operated in Prince Edward Island. Presented 16th May, 1898.—*Mr. Martin*..... *Not printed.*
- 89.** Return to an order of the House of Commons, dated 3rd May, 1897, for copies of all letters, papers and correspondence relating to the closing in March last of the post office at Oak Bay Mills, Quebec. Presented 17th May, 1898.—*Mr. McAlister*..... *Not printed.*
- 89a.** Return to an order of the House of Commons, dated 25th April, 1898, for copies of all correspondence, papers, telegrams, etc., in possession of the government, or any member or official of the government, in reference to closing the post office at St. Mary's Road East, in Prince Edward Island. Presented 18th May, 1898.—*Mr. Martin*..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 90.** Return to an order of the House of Commons, dated 18th April, 1898, for a return of all correspondence, letters, or telegrams, reports in possession of the government in connection with the death from diphtheria of Macdonald and Fraser, who contracted the disease when employed on the construction of the Crow's Nest Pass Railway; also with the holding of an inquest on bodies of said Macdonald and Fraser, and the adjournment of said inquest, and issuing of an injunction to prevent Coroner Mead, of Pincher Creek, from proceeding with such adjourned inquest. Presented 17th May, 1898.—*Mr. Bell (Pictou)*.....*See 90a.*
- 90a.** Report of the commissioners appointed to inquire into complaints respecting the treatment of labourers on the Crow's Nest Pass Railway. Presented 2nd June, 1898, by Hon. C. Sifton.
Printed for both distribution and sessional papers.
- 91.** Return to an order of the House of Commons, dated 18th April, 1898, for a return showing names of parties from whom lands were purchased for new improvements on Iroquois section of Galops canal, and amounts paid to each person for property so purchased from them, also quantity of land purchased from each person. Also a similar statement for the lands purchased for the Cardinal section of the Galops canal. Presented 17th May, 1898.—*Mr. Broder*.....*Not printed.*
- 92.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all reports to his excellency, orders in council, papers and correspondence, record of the judgment of the supreme court of Canada referring to the condemnation and release of the United States fishing vessel "Frederick J. Gerring." Presented 18th May, 1898.—*Sir C. Hibbert Tupper*.....*Not printed.*
- 93.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, calls for tenders, tenders received, reports and orders in council, contracts entered into and all related papers in respect to the winter steamship service from St. John and Halifax to Great Britain since 1st July, 1897. Presented 26th May, 1898.—*Mr. Foster*.....*Not printed.*
- 94.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for a copy of the report of the committee appointed by the Imperial government in 1896 to consider the question of a telegraph cable between Canada and Australasia; also of any reports or correspondence to the Canadian government from the Canadian representatives on said committee, or Sir Sandford Fleming in regard to the same subject. Presented 25th May, 1898.—*Mr. Casey*.....*Printed for both distribution and sessional papers.*
- 95.** Return to an address of the House of Commons to his excellency the Governor General, dated 18th April, 1898, for copies of all petitions, papers, correspondence, orders in council, commission, instructions, evidence, reports and documents relating to the inquiry into the conduct of Judge Spinks, judge of the county court of Yale, by the Honourable Mr. Justice McColl of the supreme court of British Columbia. Presented 25th May, 1898.—*Sir C. Hibbert Tupper*.....*Not printed.*
- 96.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1898, for copies of all papers and correspondence respecting the enforcement of coasting laws of Canada on the Pacific or Atlantic coasts. Presented 26th May, 1898.—*Sir C. Hibbert Tupper*.....*Printed for distribution.*
- 97.** Return to an order of the House of Commons, dated 14th March, 1898, for a return showing: (a) What contracts for military harness or saddlery have been given by the government of Canada since the 1st September, 1896. (b) To whom such contracts were awarded and where they were executed. (c) What amounts were paid for the execution of such contracts. (d) For which of the said contracts tenders were called publicly, and the amount of tender in each case, and all correspondence had by the department of militia in reference to the execution of said contracts. Presented 8th June, 1898.—*Mr. Monk*.....*Not printed.*
- 98.** Return to an address of the Senate to his excellency the Governor General, dated 15th March, 1898, for copies of all correspondence and telegrams between the minister of agriculture or any other member of the administration, or any officer of the government, with the owners or agents of steamers or the board of trade, Charlottetown, relating to the establishment of a cold storage service on steamers between Charlottetown and ports in Great Britain or the West Indies, and in reference to the erection of cold storage premises in Charlottetown. Presented (Senate) 12th May, 1898.—*Hon. Mr. Ferguson*.....*Not printed.*
- 99.** Regulations concerning the Stikine river and its connecting rivers and lakes. Presented (Senate) 18th May, 1898, by Hon. R. W. Scott.....*Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 100.** Return to an address of the Senate to his excellency the Governor General, dated 4th June, 1897, for a copy of all correspondence exchanged between the Imperial government and that of the Dominion on the subject of the French treaty. Presented (Senate) 25th May, 1898.—*Hon. Mr. Landry* *Not printed.*
- 101.** Return to an address of the Senate to his excellency the Governor General, dated 17th March, 1898, for a detailed account by the department of the interior of the items of the expenses allowed to W. H. Sowden during the period of his employment as immigration agent, and also the names of all or any persons, who, in consequence of Mr. Sowden's work in the Midland Counties, went to the Canadian North-west, and who, as stated by the leader of the government in the senate, it is believed by the government would otherwise have gone to the United States, and the residences of such persons prior to their departure to the North-west, and the places where they settled in the North-west. Presented (Senate) 25th May, 1898.—*Hon. Mr. Kirchhoffer* *Not printed.*
- 102.** Return to an address of the Senate to his excellency the Governor General, dated 5th May, 1898, for copies of all correspondence and orders in council in respect to the occupancy of a portion of the Songhees Indian reserve at Victoria, British Columbia, by the Esquimalt and Nanaimo Railway Company. Presented 26th May, 1898.—*Hon. Mr. Templeman* *Not printed.*
- 103.** Return to an address of the Senate to his excellency the Governor General, dated 18th March, 1898, for any correspondence that has taken place between the government and the home authorities re repatriation of the 100th Royal Canadian Regiment. Presented (Senate) 26th April, 1898.—*Hon. Mr. Boulton* *Not printed.*
- 104.** Return to an order of the House of Commons, dated 14th March, 1898, for a copy of all entries and clearances of Canadian ports by United States steamship "Yantic" on her voyage up the river St. Lawrence in 1897; also a copy of any papers or correspondence respecting her passage through the said river or St. Lawrence canals. Presented 30th May, 1898.—*Sir C. Hibbert Tupper* *Not printed.*
- 105.** Return to an order of the House of Commons, dated 30th May, 1898, for a copy of a letter from Major General Gascoigne, relating to certain statements made in parliament, reflecting upon him as commanding officer of the Canadian militia. Presented 30th May, 1898.—*Sir Wilfrid Laurier*.
Printed for both distribution and sessional papers.
- 106.** Return to an order of the House of Commons, dated 25th April, 1898, for a return of all papers, receipts and documents in possession of the government relating in any way to a claim presented to the government by Hugh Richardson, Esq., the justice of the supreme court, North-west Territories, for losses sustained at Battleford during the North-west rebellion of 1885. Presented 31st May, 1898.—*Mr. Davis* *Not printed.*
- 107.** Return to an order of the House of Commons, dated 9th May, 1898, for copies of all reports and plans respecting or in any way relating to a route through and from the North-west Territories to the Yukon district *via* Prince Albert, Saskatchewan, Green Lake, Isle La Crosse and the Clear-water river and Fort McMurray on the Athabasca. Presented 31st May, 1898.—*Mr. Davis*.
Not printed.
- 108.** Return to an address of the Senate to his excellency the Governor General, dated 15th March, 1898, for copies of all reports made to the department of marine and fisheries by the officers in charge of the steamer "Petrel" having reference to the service performed by that steamer during the winter of 1896-97, and also detailed statements of the expenditure incurred for that service and receipts for freight and passengers. Presented (Senate) 30th May, 1898.—*Hon. Mr. Ferguson* *Not printed.*
- 109.** Return to an order of the House of Commons, dated 2nd May, 1898, for copies of correspondence and reports addressed to the militia department concerning accidental shooting at Côte St. Luc ranges, of a farmer named Larose of the parish of St. Laurent, in Jacques Cartier county. Presented 1st June, 1898.—*Mr. Monk* *Not printed.*
- 110.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th February, 1898, for copies of all correspondence, calls for tenders, tenders received, reports and orders in council, permits, licenses or leases, with the names of the parties receiving them and the conditions attached thereto, and generally all papers in connection with the disposal of timber berths or areas in the North-west Territories, including the Yukon, since 1st July, 1897. Presented 3rd June, 1898.—*Mr. Foster* *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

- 111.** Return to an order of the House of Commons, dated 18th April, 1898, for copies of all reports, correspondence, documents and papers in relation to a claim by one Amable Frigon, of Montreal, for an indemnity for an injury received by him at the military camp of Laprairie in September, 1891. Presented 3rd June, 1898.—*Mr. Casgrain*..... *Not printed.*
- 112.** Return to an order of the House of Commons, dated 4th June, 1898, for copies of all correspondence relating to the transportation of supplies for 1898-9, for the North-west mounted police and the officials of the department of the interior to the Yukon district. Presented 4th June, 1898.—*Hon. C. Sifton* *Not printed.*
- 113.** Return to an address of the Senate to his excellency the Governor General, dated 26th May, 1898, for a copy of the contract between the government and the Beaver Line Company for the carriage of the mails across the Atlantic, together with all memorials, letters, correspondence whatsoever connected with the said contract or its execution, or bearing upon the refusal of the company to allow its boats to stop at Quebec. Presented (Senate) 1st June, 1898.—*Hon. Mr. Landry*.
Not printed.
- 114.** Return to an address of the Senate to his excellency the Governor General, dated 11th May, 1898, for copies of all the correspondence which took place in relation to the permission first refused and afterwards given to Captain and Brevet Major P. Belanger, of the 61st Battalion, to resign his commission and to retain the rank of major on retirement, as shown by the Militia General Orders, No. 55, of the year 1894, and by the *Canada Gazette* of 18th December, 1897; together with all papers, reports and orders in connection with such matter. Presented (Senate) 1st June, 1898.—*Hon. Mr. Landry*..... *Not printed.*
- 115.** Return to an address of the Senate to his excellency the Governor General, dated 25th May, 1898, for a statement of the tenders received by the department of militia and defence for the work on the rifle range on the Ottawa river, east of the city of Ottawa, and a statement of the estimated quantities on which tenders were figured out; a statement of the date and amount of each cheque sent in with each tender. A copy of the tender of J. Lyons, and a copy of the cheque which accompanied the same, showing date of acceptance by the bank. Presented (Senate) 3rd June, 1898.—*Hon. Mr. Macdonald (Victoria)*..... *Not printed.*
- 116.** Statement concerning prices paid to the Bate Co. for articles of food supplies for the military force sent to the Yukon district last month. Presented (Senate) 3rd June, 1898, by Hon. D. Mills.
Printed for sessional papers.
- 117.** Return to an order of the House of Commons, dated 25th April, 1898, for copies of all reports, papers and correspondence relating to the removal of postal mail clerks from their former places of residence in the province of Nova Scotia in 1897 and 1898. Presented 7th June, 1898.—*Sir C. Hibbert Tupper* *Not printed.*
- 118.** Return to an order of the House of Commons, dated 14th March, 1898, for a return showing the names of all parties furnishing supplies for the military camp at Aldershot, King's county, Nova Scotia, since July, 1896, the rate of allowance or payment of each class of articles supplied, the names of the tenderers, the amount asked by each tenderer, and the amount allowed. Also a schedule of prices paid for each class of supplies for the camp at Aldershot, from 1888 to 1897, inclusive, and the names of the parties supplying each class of articles. Presented 9th June, 1898.—*Sir C. Hibbert Tupper*..... *Not printed.*
- 119.** Return to an address of the Senate to his excellency the Governor General, dated 22nd April, 1898, for copies of all correspondence between the departments of militia, public works, agriculture and any person or persons whatsoever, in connection with the Quebec exhibition of 1894, and with the forthcoming exhibition of 1898. Presented (Senate) 7th June, 1898.—*Hon. Mr. Bernier*.
Not printed.
- 120.** Return to an address of the Senate to his excellency the Governor General, dated 12th May, 1898, for a copy of each of the following documents relating to the reletting of contracts for the construction of sections 1, 2, 4, 5, 6 and 7 of the Soulanges canal: 1. Copy of notice calling for tenders for the reletting of sections 4, 5, 6 and 7 of the Soulanges canal. 2. Copy of the specifications for the reletting of sections 4, 5, 6 and 7, Soulanges canal. 3. Copy of the tender of J. M. Hogan. 4. Copy of the tender of Andrew Onderdonk. 5. Copy of the order in council or report of the minister of railways and canals, or chief engineer of railways and canals, shortening the time for the completion of sections 4, 5, 6 and 7 from the end of October, 1899, to the end of October, 1898. 6. Minute or memorandum of the agreement or conversation had with Andrew Onderdonk, con-

 CONTENTS OF VOLUME 13—*Concluded.*

tractor for sections 4, 5, 6 and 7 of the Soulanges canal by the minister of railways and canals or chief engineer, between the dates 17th March, 1897, and 20th March, 1897, both days inclusive, or at a subsequent date to the effect that if J. M. Hogan, the lowest tenderer for sections 4, 5, 6 and 7, refused to sign the contract that A. Onderdonk would take it at the prices named in his (Onderdonk's) tender and agree to complete the work by the end of October, 1898. 7. Copy of letter or telegram to J. M. Hogan between dates 17th March, 1897, and 22nd March, 1897, both days inclusive, notifying him that he was the lowest tenderer for sections 4, 5, 6 and 7. 8. Letter from J. M. Hogan to the department of railways and canals between the dates 17th March, 1897, and 22nd March, 1897, both days inclusive, refusing to sign the contract for sections 4, 5, 6 and 7 for which he was the lowest tenderer. 9. Copy of contract of A. Onderdonk for sections 4, 5, 6 and 7, Soulanges canal. 10. Copy of the order in council cancelling the contract of Archibald Stewart for sections 1 and 2, Soulanges canal. 11. Copy of order in council about reletting of sections 1 and 2, Soulanges canal. 12. Copy of public advertisement or other printed notice calling for tenders for the reletting of sections 1 and 2, Soulanges canal. 13. Copy of notice sent to Hugh Ryan asking him to tender for reletting of sections 1 and 2, Soulanges canal. 14. Copy of notice sent to John Ryan asking him to tender for reletting of sections 1 and 2, Soulanges canal. 15. Copy of notice sent to Allan R. McDonnell asking him to tender for reletting of sections 1 and 2, Soulanges canal. 16. Copy of notice sent to W. J. Poupore asking him to tender for reletting of sections 1 and 2, Soulanges canal. 17. Copy of notice sent to one Cleveland asking him to tender for reletting of sections 1 and 2, Soulanges canal. 18. Copy of notice sent to M. P. Davis, or Wm. Davis & Sons, asking him or them to tender for reletting of sections 1 and 2, Soulanges canal. 19. Copy of notices sent to other contractors asking them to tender for reletting of sections 1 and 2, Soulanges canal. 20. Copy of specification and form of tender for reletting of sections 1 and 2, Soulanges canal. 21. Copies of all tenders *verbatim et literatim* for reletting sections 1 and 2, Soulanges canal. 22. Copy *verbatim et literatim* of the contract of Ryan & Macdonell for sections 1 and 2, Soulanges canal. 23. Copy of notice or information furnished to tenderers of sections 1 and 2, Soulanges canal, as to the plant which tenderers would have the use of and the terms on which they would have such use. 24. Statement of the amount and nature of the security given by Ryan & Macdonell for the completion of their contract for sections 1 and 2, Soulanges canal. 25. Copy of notice to tenderers for reletting of sections 1 and 2, Soulanges canal, that the government would furnish a quarry for the use of contractors. 26. Copy of the agreement with Ryan & Macdonell as to the quarry at Rockland. 27. Statement of the royalty to be paid by Ryan & Macdonell to the department on stone to be quarried at Rockland quarry. 28. Copy of the order in council dated between the dates 15th May, 1897, and 29th May, 1897 (both dates inclusive), for the payment of \$10,000 to Archibald Stewart. 29. Copy of letter or telegram from the department of railways and canals to one C. W. Ross, a clerk in the department of railways and canals, in the month of December, 1897, or January, 1898, instructing him to break into the office of Archibald Stewart, at his quarry in Rockland. 30. Copies of letters or telegrams to one Middleton, government inspector at Rockland, from the department of railways and canals, during the month of December, 1897, and up to 13th of January, 1898. Presented (Senate) 11th June, 1898.—*Hon. Mr. Loughheed* *Not printed.*

61 Victoria.

Sessional Papers (No. 12.)

A. 1898

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED 30th JUNE

1897

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1898

[No. 12—1898.]

Post Office Department.

*To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, P.C.,
LL.D., Earl of Aberdeen; Viscount Formartine, Baron Haddo, Methlic, Tarves
and Kellie, in the Peerage of Scotland; Viscount Gordon of Aberdeen, County
of Aberdeen, in the Peerage of the United Kingdom; Governor General of Canada
and Vice-Admiral of the same, &c.*

MY LORD :

I have the honour to forward to Your Excellency the accompanying Report of
the Post Office Department of the Dominion of Canada, for the year ended 30th
June, 1897, which is respectfully submitted.

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

W. MULOCK,
Postmaster General.

POST OFFICE DEPARTMENT,
OTTAWA, 15th March, 1898.

Post Office Department.

SCHEDULE.

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Post Office Department.

REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1897

POST OFFICE DEPARTMENT,

OTTAWA, 15th March, 1898.

To the Honourable W. MULOCK,
Postmaster General.

SIR,—I have the honour to submit the annual statements, explaining in detail the operations of the Post Office of Canada, for the year ending 30th June, 1897. The deficit in the Post Office Department, Outside Service, which for the fiscal year ending 30th June, 1896, amounted to \$781,152.19 was reduced for the fiscal year ending 30th June, 1897, to \$586,539.92.

The increase in the actual number of post offices in operation on 30th June, 1897, as compared with the 30th June, 1896, is only 88. In point of fact 188 new post offices were opened during the year in question; but a number of unnecessary ones, in all 100 including many which were found to be costing for their service a far larger amount than could be justified by any convenience which they were affording to the public, were closed.

TABLE showing the Number of Post Offices in operation, estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada, during the Year ended 30th June, 1897.

Provinces and Territories.	Number of Offices in Operation at end of Year.	Estimated Number of Letters and other Articles of Mail Matter posted in Canada, during the Year ended 30th June, 1897.									
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Number of Transient Newspapers and Periodicals, &c.	Number of Packages of Printers Copy, Photographs, Deeds, Insurance Policies, &c.	Number of Packets of 5th class matter, Ordinary Merchandise open to Examination.	Number of Parcels by Parcel Post.	Number of Closed Parcels for the United Kingdom and other Countries.	
Ontario.....	3,198	65,500,000	16,750,000	1,785,000	4,150,000	14,825,000	1,297,000	895,000	182,000	17,800	
Quebec.....	1,664	26,850,000	4,750,000	865,000	525,000	4,500,000	570,000	215,000	59,500	5,900	
Nova Scotia.....	1,657	9,100,000	1,725,000	237,000	205,000	775,000	133,000	85,500	25,500	1,580	
New Brunswick.....	1,183	6,250,000	1,145,000	149,000	206,000	765,000	105,000	71,000	17,000	720	
Prince Edward Island.....	406	1,330,000	190,000	36,500	34,500	185,000	19,500	6,400	2,850	150	
British Columbia.....	293	4,850,000	505,000	142,000	148,500	460,000	108,000	46,500	16,000	1,850	
Manitoba, N. W. T.....	790	9,950,000	1,075,000	295,000	232,000	1,405,000	105,000	58,500	36,500	2,220	
Total.....	9,191	123,830,000	26,140,000	3,509,500	5,501,000	22,915,000	1,837,500	2,377,900	339,350	30,220	

Post Office Department.

FREE DELIVERY BY LETTER CARRIERS.

Estimate of Number of Letters, Post Cards and Newspapers delivered by Letter Carriers under the Free Delivery System, for Year ended 30th June, 1897.

Office.	Post Cards.	City Letters.	Registered Letters.	Other Letters.	Post Cards and Letters.	Newspapers.	Post Cards, Letters and Newspapers.	Carriers.	
								Actual Delivery.	Including Super-in tendents and Sorters.
Halifax	177,911	406,180	10,304	852,913	1,447,308	617,444	2,064,752	17	21
Hamilton	563,084	521,012	27,407	1,467,163	2,578,666	991,170	3,569,836	40	44
Kingston	195,418	158,943	11,514	610,340	976,215	501,239	1,477,454	10	11
London	411,697	299,770	25,162	1,171,825	1,907,854	801,116	2,708,970	23	31
Montreal	1,420,871	3,330,499	148,996	4,588,729	9,489,095	3,012,486	12,501,531	88	117
Ottawa	371,354	458,720	37,291	1,282,701	2,150,066	1,521,851	3,671,917	37	42
Quebec	401,441	476,539	45,933	1,555,001	2,478,914	1,345,871	3,824,785	26	34
St. John.	219,885	205,502	9,645	793,849	1,228,881	822,580	2,051,470	22	23
Toronto	3,201,046	3,861,944	364,780	9,865,972	17,293,742	4,114,544	21,408,286	104	129
Vancouver.	58,334	90,531	5,545	329,804	484,214	297,481	781,695	10	10
Victoria.	49,386	107,936	3,853	273,208	434,383	318,979	753,362	13	13
Winnipeg.	157,484	344,360	15,793	701,915	1,219,572	852,530	2,072,102	20	21
Totals	7,227,311	10,261,956	706,223	23,493,420	41,688,910	15,197,250	56,886,160	410	496
Totals in 1896.	6,737,470	9,839,690	697,079	22,001,688	39,275,927	14,447,310	53,723,237	414	469
Increase.	489,841	422,266	9,144	1,491,732	2,412,983	749,940	3,162,923	*4	27

*Decrease.

RAILWAY MAIL SERVICE BRANCH.

COMPARATIVE STATEMENT of Railway Mail Service in June, 1897, and in June, 1896.

Date.	Miles of Railway in operation on which Mails are carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways.	Distance travelled in Miles		Daily.	Yearly.
In June, 1897.....	14,779.90	180	29,000	19,302	48,302	15,118,526
In June, 1896.....	14,669	.....	28,654	19,153	47,807	14,915,784
	110.90	.....	346	149	495	202,742

The additional number of miles of railway over which mails have been carried since last return is..... 131.51

LESS—The following decrease since June, 1896—

Grand Trunk Railway, St. Lambert and Longueuil..... 2.76

L'Assomption Railway, L'Assomption & L'Épiphanie Junc. 3.5

*New York Central Railway..... 12.8

Ottawa, Arnprior and Parry Sound Railway, Emsdale and

Scotia Junction..... 1.55

20.61

Actual increase..... 110.90

Of the extensions the services established over the line of the Quebec Central Railway between St. Victor and Lake Mégantic, 48 miles, and between Beauce Junction and St. Francis, 15 miles, may be mentioned; the former being an R. P. O. service, and the latter a service by baggage car. In connection with the service performed by this railway reference may be made to the R. P. O. service granted, in addition to that already enjoyed between St. Francis and Lévis, which gave extra service to these places and to intermediate points.

The baggage car service in operation between Tring Junction and St. Victor was superseded by a R. P. O. service and is now included in what is known as the Lake Mégantic and Tring Junction R. P. O., 60 miles.

Baggage car services between Kaslo and Sandon, 28.5 miles, by the Kaslo and Slocan Railway; Rossland and Boundary Line, 10 miles, by the Red Mountain Railway, and a baggage car service between Joliette Junction and St. Gabriel de Brandon on the Joliette Branch of the Canadian Pacific Railway, represent the principal additional services on new lines during the fiscal year.

During the three months of the fiscal year ending 30th June, 1897, that the Railway Mail Service branch was in existence, frequency in the service of various offices have been increased without additional cost to the department, and unnecessary services discontinued without affecting the efficiency of the service, saving a considerable sum to the department, and a number of forms used in the railway mail service dispensed with or simplified causing a saving in clerical work and printing.

The effect of the establishment of the new branch is that there is uniformity in the manner in which the mails are received and despatched throughout the Dominion, and increased efficiency and economy to the department.

* Decrease in mileage owing to new section being utilized, namely, via Caughnawaga and Chateaugay.

Post Office Department.

MAIL SERVICE.

During the year ending 30th June, 1897, mail contracts which had been costing the sum of \$381,237.22 per annum were put up to tender and new contracts were thus obtained for the performance of the same service for a period of four years at an annual cost of \$277,300.25, being an annual saving of \$103,936.97, or a total saving of \$415,747.88 for the full period of four years.

Inasmuch as several months are required in order to make new contracts, those referred to only went into effect from time to time throughout the fiscal year in question, so that the financial effect of the changes was only partially felt upon the finances of the Department for the year.

The following statement of the amount paid quarter by quarter since June, 1896, coupled with the number of miles of daily travel, which the service in each quarter represents, will give a clear idea of the effect of the work in this branch:—

	Number of Miles of Daily Travel.	Cost of Mail Service during Quarter.
1896.		\$ cts.
June quarter.....	46,868	216,839 42
September quarter.....	47,340	219,157 16
December quarter.....	47,315	217,618 36
1897.		
March quarter.....	47,205	216,147 05
June quarter.....	47,180	194,737 51

It will be seen that although the number of miles of daily travel in June, 1897, is 312 greater than in the corresponding quarter of the preceding year, the cost of the service for the quarter of 1897 is \$22,101.91 less. Since the 1st July, 1897, the service has been steadily extending, but the cost of the land service continues to decline. The net result of the operations of this branch of the department since the 1st July is that 106 offices have had their service increased, and in addition to this 62 street letter boxes were set up, and in five towns letter box services were established, but notwithstanding this considerable increase, the cost of the service has been reduced in the December quarter of 1897 to \$189,275.05.

During the past year the service of 165 offices was increased as follows:—From fortnightly to weekly, 2; from weekly to semi-weekly, 33; to tri-weekly, 16; to daily, 2; from semi-weekly to tri-weekly, 19; to four times per week, 4; to daily, 4; to semi-daily, 2; from tri-weekly to daily, 39; from 4 times per week to daily, 3; from daily to 9 times weekly, 17; to semi-daily, 13; from semi-daily to greater frequency, 11.

The gold discoveries in the Kootenay and Yukon districts made it necessary to give special attention to the arrangements for the conveyance of the mails to those districts. In the Kootenay district the service has been put on a most satisfactory

basis. In July last daily services were extended through all that country, connecting with the main line of the Canadian Pacific Railway at Revelstoke and with the United States railway system at Rossland. The Yukon district is at present supplied with monthly mails by the North-west Mounted Police. In February, 1897, trips were made with the mails from Edmonton to Shaftsbury Mission, and to Fort Chipewyan, and in December last correspondence for the whole of the north-west of the North-west Territories as far north as Fort Simpson was taken from Edmonton by a patrol of the North-west Mounted Police.

The present standing of the mail service by stage in Canada is as follows :—

Semi-daily and more frequent.		Daily.		Tri-weekly.		Semi-weekly.		Weekly.		Less than Weekly.	
No. of Services.	No. of Miles.	No. of Services.	No. of Miles.	No. of Services.	No. of Miles.	No. of Services.	No. of Miles.	No. of Services.	No. of Miles.	No. of Services.	No. of Miles.
1,661	1,317	1,476	9,937	1,093	8,053	947	7,548	727	9,743	29	2,294

This statement does not include the mileage of such occasional trips as the department authorizes into districts not yet provided with regular post offices.

There are 1,267 street letter boxes and 148 railway station boxes in use throughout the Dominion. The street letter boxes are distributed over 85 towns and cities.

Post Office Department.

POSTAGE STAMPS.

During the year a Universal Postal Union card, conforming more closely to the regulations of the Union was introduced, thus superseding the old card.

To prevent irregularities, which he was given to understand existed to a considerable extent in connection with the sale of postage stamps by other than licensed vendors, the Postmaster General reduced, in November, the discount hitherto charged on unused Canada postage stamps redeemed by the department, and modified the other conditions formerly enforced in regard to the redemption of stamps.

During the year a special limited issue of postage stamps and of the one cent post card commemorative of the Diamond Jubilee of Her Most Gracious Majesty was printed and supplied to postmasters for sale to the public.

The purpose and limits of the Jubilee Stamp issue are described in the following extract from Hansard of the 20th May, 1897, containing the Postmaster General's statement in reply to certain questions in the House of Commons on the subject:—

“JUBILEE POSTAGE STAMPS.

Mr. GIBSON asked :

1. Is it intended by the Post Office Department to issue a set of Jubilee postage stamps on the occasion of Her Majesty's approaching Jubilee ?
2. If so, will such stamps be put into public use, and what course will be adopted whereby the public may purchase such stamps ?
3. Will there be any limit to the quantity to be issued ?
4. Of what various denominations will such issue consist ?
5. What will be the amount of each denomination to be issued ?
6. What steps will be taken to limit the number to be issued ?

The POSTMASTER GENERAL (Mr. Mulock). It is the intention of the Government to issue a set of Jubilee postage stamps. Such stamps will be put into public use by being delivered to postmasters throughout Canada for sale to the public in the same manner as ordinary postage stamps are sold. There will be a limit to the quantity to be issued. The denominations of Jubilee stamps, and the total number of such Jubilee stamps to be issued are set forth in the following schedule.

SCHEDULE showing the Denominations and Total Number of Jubilee Stamps to be issued.

Number to be issued.	Denomination.
150,000.....	½c. stamps.
8,000,000.....	1c. “
2,500,000.....	2c. “
20,000,000.....	3c. “
750,000.....	5c. “
75,000.....	6c. “
200,000.....	8c. “
150,000.....	10c. “
100,000.....	15c. “
100,000.....	20c. “
100,000.....	50c. “
25,000.....	\$1 00 “
25,000.....	\$2 00 “
25,000.....	\$3 00 “
25,000.....	\$4 00 “
25,000.....	\$5 00 “
7,000,000.....	1c. post cards.

Total value of one stamp of each kind, \$16.21½.

As soon as the total number of stamps mentioned in said schedule is issued the plates from which they will have been engraved will be destroyed in the presence of the head and two officers of the department. On the 10th June, the Post Office Department will proceed to supply Jubilee postage stamps to the principal post offices in Canada, and through them the minor post offices will obtain their supply until the issue is exhausted. If this Jubilee issue were to wholly displace the ordinary postage stamps it would supply the ordinary wants of the country for between two and three months, but as the use of the ordinary postage stamp will proceed concurrently with that of the Jubilee stamps it is expected that the Jubilee Stamp will last beyond the three months. Inasmuch as the department is already receiving applications for the purchase of Jubilee stamps it may be stated that the department will adhere to the established practice of supplying them only to postmasters, and through them to the public, who may purchase them on and after the 19th June, 1897.”

The contract with the British American Bank Note Company expired on the 22nd of April, 1897, and a contract was entered into with the American Bank Note Company for the manufacture and supply of postage stamps, &c. An estimate of the probable ordinary requirements for the next fiscal year and the comparison based thereon between the old and the present rates show that, under the new contract, stamp supplies will cost the department, say, \$10,000 per annum less than under the old contract, a reduction in outlay of about 20 per cent.

It may be of interest to note that at the close of the fiscal year under review there were, in addition to postmasters, 710 licensed stamp-vendors in the Dominion.

Post Office Department

VALUE OF ISSUE OF POSTAGE STAMPS, &c., TO POSTMASTERS.

	1895-96.	1896-97.
September quarter.....	\$ 895,713 16	\$ 915,069 35
December "	1,030,206 45	1,057,252 05
March "	958,845 15	1,017,691 43
June "	895,227 95	*1,242,688 05
	\$3,779,992 71	\$4,232,700 88
		3,779,992 71
Increase.....		\$ 452,708 17

(*This amount was made up as follows :—\$798,630.55 in ordinary stamps and \$444,057.50 in Jubilee stamps.)

Value of the issue of postage stamps, &c., to postmasters during the year ended 30th June, 1897, \$4,232,700.88. The total value of the issue to postmasters during the previous year was \$3,779,992.71, showing an increase in issue for the year just ended of \$452,708.17.

The increase for the year ended 30th June, 1896, over that of the preceding year was \$154,178.36.

The revenue from sales of stamps, &c., for the fiscal year ended 30th June, 1897, exceeded that of the previous year by \$277,486.32.

The usual detailed statements of receipts and issues of postage stamps, &c., for the year ended 30th June, 1897, follow :—

ORDINARY

STATEMENT of Receipts and Issues of Postage Stamps, Post Bands, Letter
RECEIPTS.

Denominations.	Stamps, &c., on hand from last year.	Received from manufacturers.	Returned by Postmasters, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
						\$ cts.
½c. Stamps	50,500	1,024,600	1,638	5,200	1,081,938	5,409 69
1c. do	5,403,200	46,200,000	25,282	5,700	51,634,182	516,341 82
2c. do	1,395,400	12,250,000	5,865	1,000	13,652,265	273,045 30
3c. do	10,554,600	86,300,000	39,886	700	96,895,186	2,906,855 58
5c. do	246,600	3,200,000	2,587	400	3,449,587	172,479 35
6c. do	143,850	250,000	821		394,671	23,680 26
8c. do	202,450	1,600,000	2,145	200	1,804,795	144,383 60
10c. do	131,900	200,000	204		332,104	33,210 40
15c. do	202,750		16		202,766	30,414 90
20c. do	358,800		150	750	359,700	71,940 00
50c. do	481,800		67		481,867	240,933 50
1c. Post Bands	40,600	560,000	495		601,095	7,513 68½
1c. Letter Cards (blank)	8,900	73,500	335	1,700	84,435	844 35
2c. do do ..	8,900	65,000			73,900	1,478 00
3c. do do ..	78,550	64,500	1,508	200	144,758	4,342 74
1c. do (printed)		75,650			75,650	} 5,615 08
2c. do do		92,150			92,150	
3c. do do		95,350			95,350	
1c. Post Cards	594,100	24,449,000	2,635	1,000	25,046,735	250,467 35
2c. Postal Union Cards..	5,800	57,700	366		63,866	1,277 32
2c. Reply Cards	15,600	243,000	569		259,169	5,183 38
1c. Stamped Envelopes.	2,600	50,000	313		52,913	661 41½
2c. do ..	11,300	40,000			51,300	1,179 90
3c. No. 1 Stamp'd Enve's	10,100	83,000	212	1,700	95,012	3,087 89
3c. No. 2 do	25,000	100,000	183		125,183	4,131 03½
	19,973,300	177,073,450	85,277	18,550	197,150,577	4,704,476 54½

Value of the issue during the year to 30th June, 1897 (including the Jubilee issue—see next page), in issue for the present year of \$452,708.17.

Post Office Department.

ISSUES.

Cards, Post Cards and Stamped Envelopes for the year ended 30th June, 1897.

ISSUES.

Denominations.	Issued to Postmasters during the year.	Stamps, &c., destroyed as unfit for use.	Suspense item.	Stamps, &c., on hand 30th June, 1897.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the Issue to Postmasters during the year.
						\$ cts.	\$ cts.
½c. Stamps	88,800	1,638	....	271,500	1,081,938	5,409 69	4,044 00
1c. do	45,580,500	25,282	200	6,028,200	51,634,182	516,341 82	455,805 00
2c. do	12,804,300	5,865	....	842,100	13,652,265	273,045 30	256,086 00
3c. do	82,398,200	39,886	....	14,457,100	96,895,186	2,906,855 58	2,471,946 00
5c. do	3,034,600	2,587	....	412,400	3,449,587	172,479 35	151,730 00
6c. do	356,850	821	....	37,000	394,671	23,680 26	21,411 00
8c. do	1,437,200	2,145	....	365,450	1,804,795	144,383 60	114,976 00
10c. do	243,650	204	....	88,250	332,104	33,210 40	24,365 00
15c. do	57,800	16	....	144,950	202,766	30,414 90	8,670 00
20c. do	55,950	150	....	303,600	359,700	71,940 00	11,190 00
50c. do	14,600	67	....	467,200	481,867	240,933 50	7,300 00
1c. Post Bands	368,700	495	....	231,900	601,095	7,513 68½	4,608 75
1c. Let'r Cards(bl'nk)	80,200	335	....	3,900	84,435	844 35	802 00
2c. do	38,100	.....	....	35,800	73,900	1,478 00	762 00
3c. do	111,950	1,508	....	31,300	144,758	4,342 74	3,358 50
1c. do (printed)	75,650	.....	....	.....	75,650	} 5,615 08	} 5,615 08
2c. do do	92,150	.....	....	.....	92,150		
3c. do do	95,350	.....	....	.....	95,350		
1c. Post Cards	23,672,500	2,635	....	1,371,600	25,046,735	250,467 35	236,725 00
2c. Postal Un'n Cards	58,900	366	....	4,600	63,866	1,277 32	1,178 00
2c. Reply Cards.....	138,400	569	....	120,200	259,169	5,183 38	2,768 00
1c. Stamped Envel's.	25,500	313	....	27,100	52,913	661 41½	318 75
2c. do	15,900	.....	....	35,460	51,300	1,179 90	365 70
3c. No. 1 do	49,000	212	....	45,800	95,012	3,087 89	1,592 50
3c. No. 2 do	91,700	183	....	33,300	125,183	4,131 03½	3,026 10
	171,706,450	85,277	200	25,358,650	197,150,577	4,704,476 54½	3,788,643 38

\$4,232,700.88. The total stamp issue of the previous year was \$3,779,992.71, showing a comparative increase

JUBILEE

STATEMENT of Receipts and Issues of Postage Stamps and

RECEIPTS.				
DENOMINATIONS.	Received from Manufacturers.	Returned by Postmasters unfit for use.	Total Number of Stamps to be Accounted for.	Amount to be accounted for.
				\$ cts.
½c. Stamps	100,000		100,000	500 00
1c. do	4,675,000		4,675,000	46,750 00
2c. do	1,450,000		1,450,000	29,000 00
3c. do	8,100,000		8,100,000	243,000 00
5c. do	470,000		470,000	23,500 00
6c. do	50,000		50,000	3,000 00
8c. do	240,000	40,000	280,000	22,400 00
10c. do	70,000		70,000	7,000 00
15c. do	35,000		35,000	5,250 00
20c. do	37,500		37,500	7,500 00
50c. do	25,000		25,000	12,500 00
\$1.00 do	7,500		7,500	7,500 00
\$2.00 do	7,500		7,500	15,000 00
\$3.00 do	7,500		7,500	22,500 00
\$4.00 do	7,500		7,500	30,000 00
\$5.00 do	7,500		7,500	37,500 00
1c. Post Cards	2,344,000		2,344,000	23,440 00
	17,634,000	40,000	17,674,000	536,340 00

Post Office Department.

ISSUE.

Post Cards, for the Year ended 30th June, 1897.

ISSUES.

DENOMINATIONS.	Issued to Postmasters during the year.	Stamps destroyed as unfit for use.	Stamps on hand 30th June, 1897.	Total Number of Stamps thus Accounted for.	Amount Accounted for.	Value of the Issue to Postmasters during the year.
					\$ cts.	\$ cts.
½c. Stamps	17,200		82,800	100,000	500 00	86 00
1c. do	3,918,900		756,100	4,675,000	46,750 00	39,189 00
2c. do	1,210,900		230,100	1,450,000	29,000 00	24,218 00
3c. do	6,937,800		1,162,200	8,100,000	243,000 00	208,134 00
5c. do	373,200		96,800	470,000	23,500 00	18,660 00
6c. do	34,000		16,000	50,000	3,000 00	2,040 00
8c. do	223,600	40,000	16,400	280,000	22,400 00	17,888 00
10c. do	68,750		1,250	70,000	7,000 00	6,875 00
15c. do	31,850		3,150	35,000	5,250 00	4,777 50
20c. do	24,900		12,600	37,500	7,500 00	4,980 00
50c. do	18,250		6,750	25,000	12,500 00	9,125 00
\$1.00 do	5,830		1,670	7,500	7,500 00	5,830 00
\$2.00 do	5,830		1,670	7,500	15,000 00	11,660 00
\$3.00 do	5,830		1,670	7,500	22,500 00	17,490 00
\$4.00 do	5,830		1,670	7,500	30,000 00	23,320 00
\$5.00 do	5,830		1,670	7,500	37,500 00	29,150 00
1c. Post Cards	2,063,500		280,500	2,344,000	23,440 00	20,635 00
	14,952,000	40,000	2,682,000	17,674,000	536,340 00	444,057 50

DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the year ended 30th June, 1897, were as follows:—

Letters originating in Canada, returned as undelivered by the British Post Office.....	10,309
Letters originating in Canada, returned as undelivered by the United States Post Office	76,358
Letters originating in Canada, returned as undelivered by British colonies and foreign countries	2,392
	89,059
Less—Registered letters included in above and transferred to registered class.....	1,018
	88,041
Dead letters, circulars, post cards, &c., &c., returned from Canadian Post Offices.....	690,995
Dead letters, registered, found to contain value.	14,701
Dead letters, circulars, post cards, &c., &c., sent to the Dead Letter Branch for special reason, such as insufficient address, non-payment of postage, &c.....	*81,370
	875,107

STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from 1st July, 1875, to 30th June, 1897, as follows:—

Year.	Estimated number of letters posted in Canada during the year ended 30th June.	Number of unpaid letters sent to the Dead Letter Branch during the same period.	Proportion.
1876.....	41,000,000	114,610	One in 364
1877.....	41,510,000	97,470	do 425
1878.....	44,000,000	77,740	do 570
1879.....	43,900,000	44,020	do 997
1880.....	45,800,000	41,666	do 1,090
1881.....	48,170,000	42,123	do 1,143
1882.....	56,200,000	41,260	do 1,362
1883.....	62,800,000	41,410	do 1,516
1884.....	66,100,000	42,319	do 1,562
1885.....	68,400,000	41,267	do 1,660
1886.....	71,000,000	44,166	do 1,607
1887.....	74,300,000	47,553	do 1,562
1888.....	80,200,000	47,371	do 1,694
1889.....	92,668,000	48,648	do 1,904
1890.....	94,100,000	29,041	do 3,239
1891.....	97,975,000	27,304	do 3,581
1892.....	102,850,000	28,603	do 3,595
1893.....	106,290,000	28,311	do 3,754
1894.....	107,145,000	27,820	do 3,851
1895.....	107,565,000	27,178	do 3,957
1896.....	115,730,000	27,389	do 4,225
1897.....	123,830,000	25,590	do 4,839

*Of these letters, &c., 3,578 contained articles of value, or were registered.

Post Office Department.

POSTAL STORES.

The expenditure for all classes of postal stores for the fiscal year 1896-7 amounted to \$122,002.86; that for 1895-6, including the following items:—

Printing, stationery, &c. (Outside Service).....	*\$17,447 58
Mail bags, mail locks, &c. do	3,595 62
Miscellaneous do	1,284 76
	\$22,327 96

to \$126,598.33, a decrease of \$4,595.47. The items named were properly chargeable to 1895-6, but came over from that year owing to the appropriation therefor being exhausted, and were paid in 1896-7.

The total quantity of stores of all kinds ordered and received by the branch from all sources during the year totalled 29,138,454, against 28,711,639 for the previous year.

Statements in detail showing the transactions of the branch during the year appear in Appendix "I"; also showing the balance of stores in stock 30th June, 1896, and the balance carried forward 30th June, 1897.

The following were the results under the head of:—

PRINTING, BINDING, &C.

	Quantity.	Cost.
1896-97.	28,584,914	\$53,992 91
1895-96.	28,195,709	53,105 17
	389,205	\$ 887 74

and of:—

STATIONERY.

	Quantity.		Cost.
1896-97.....	446,005	1895-96.	\$15,272 42
1895-96.	395,844	1896-97.	14,765 46
	50,161	Decrease... ..	\$ 506 96

The stores obtained and issued to provide for the equipment of the new railway mail service branch of the department with headquarters at Ottawa, the creation of which dated from 1st April, 1897, comprised 83,163 books, forms, stationery and other articles at a cost of \$1,083.48, and the erection of 415 non-accounting offices into accounting (money order), offices throughout the Dominion on the 1st July, 1897, called for the special preparation and distribution also of equipments in English and French numbering, of all kinds, approximately, 407,600 articles, costing \$2,509.75.

These extensions of the service formed the only items of unforeseen expenditure under this head during the year 1896-97.

* Inclusive of \$1,870 for the Official Postal Guide, 1896, which though charged in the Queen's Printer accounts against 1896-97, was properly chargeable to 1895-96.

The increased consumption this year of paper bands and case examination cards, which though numerous are inexpensive, largely explains the increase in quantity under this head whilst not increasing the expenditure sufficiently to offset the reduction in cost shown by the transactions of the year for other items of stationery.

MAIL BAGS, MAIL LOCKS, &c.

	Quantity.	Cost.
1895-96	91,946	\$ 29,850 50
1896-97	77,984	24,193 77
Decrease.....	13,962	\$ 5,656 73

Additional storage space having been secured permitted of the retention from March, 1897, at this branch as a central reserve depot of supply, of all mail bags received back at this branch, whether for repair or otherwise, instead of the continuous re-issue to the service generally of these bags according to the system previously followed. The result of this step was to perceptibly check the drain of bags away from the available sources of supply, with the resultant shortage, and accounts to a considerable extent (\$2,000 being a moderate estimate), for the decrease in the cost above noted.

The number of mail bags of all classes returned from circulation and added to stock for re-issue was in 1895-96, 2,763, rising in 1896-97 to 8,377.

During the two years under consideration the number of mail bags, &c., of all kinds found on inspection to be unfit for further service and disposed of by sale was:—

	Number.
1896-97.....	6,034
1895-96.....	2,709
Increase.....	3,325

This increase is attributable mainly to, it is supposed, a larger number of bags having in this year reached the limit of usefulness—the life of a bag, subject to fair wear and tear only, being estimated at five years.

There was also a decrease in the expenditure for new steel clamp mail locks of \$2,051.35, the quantity obtained in 1896-97, having been 9,967 compared with 14,038 in the previous year.

The regulations for the suppression of the sweating system having been considered by the Postmaster General, and their introduction determined upon in connection with contracts for supplies for the Postal Service, such regulations were made applicable to the new contracts for mail bags which went into effect in the succeeding fiscal year.

STAMPING MATERIAL, SCALES AND WEIGHTS, &c.

	Quantity.		Cost.
1895-96.....	22,497	1896-97... ..	\$11,513 44
1896-97.....	22,136	1895-96.....	10,747 37
Decrease.....	361	Increase.....	766 07

Post Office Department.

The introduction of electrical mail marking machines during 1896-97 (six of which were rented and put into use in the Montreal Post Office and one in the Ottawa Post Office), created a new charge in this year of \$1,921.46. The purpose of these machines is the more rapid postmarking of mail matter than can be done by hand-stamping, but whether increased efficiency as well as increased speed is secured is yet to be determined.

Cancelling ink separately and in stamping sets for cancelling postage stamps showed an increased cost for this over the previous year of \$1,319.95 owing to the greater number of offices to which the ink was supplied.

Fewer demands were received from post offices for dated stamps, brass crown seals, rating and hand stamps, hence a decrease in cost for this class of stores.

There was a decrease this year compared with the previous one of \$974 for post office letter scales, and of \$122.40 for parcel scales owing principally to orders having been deferred and going over to the next fiscal year pending the completion of new contracts for these scales.

Tenders were invited and the contract awarded for a term of four years in each case to the lowest tenderer.

For letter scales the offer of Messrs. Pritchard & Andrews, Ottawa, at \$2.49 per scale was the lowest received, being \$1.36 per scale less than the price previously paid, and the contract was accordingly awarded to them.

For parcel scales the lowest tender with which was submitted a sample equal to the departmental standard was that of the Gurney Scale Co., Hamilton, Ont., at \$5.50 per scale, to whom the contract was given. This firm's price is \$1.30 per scale less than that paid to the previous contractors; but as the contract with the Gurney Co. was not finally closed until after the 30th June, 1897, there were no payments made to them during this year.

STREET LETTER BOXES AND MISCELLANEOUS ARTICLES.

	Quantity.	Cost.
1896-97	2,659	\$2,303 51
1895-96	1,616	2,196 81
Increase.....	1,043	\$ 106 70

The number of letter boxes in use in the Dominion on the 30th June, 1897, was as follows:—

	In Cities and Towns.	At Railway Stations.
Ontario.....	723	84
Quebec.....	293	38
Nova Scotia.....	52	13
New Brunswick.....	99	8
Manitoba	38	3
Prince Edward Island..	13	1
British Columbia	59	1
	1,267	148
Total		1,415

Sixty-two letter boxes were issued for erection at new points during the year as under:—

	In Cities and Towns.	At Railway Stations.
Ontario	26	3
Quebec.....	12	2
Nova Scotia.....	11	1
New Brunswick.. ..	2	1
Manitoba.....	3	
British Columbia	1	
	55	7
Total.....		62

The increased cost under this head arose owing to the fact that five post office letter boxes (3), and newspaper pillars (2) were obtained during the year for purposes of comparison from the British post office, involving an expenditure of \$191.52. The purpose for which these boxes was obtained having been served the boxes were shipped back to the General Post Office, London, and a credit asked for the sum mentioned.

The increase in quantity is chargeable to miscellaneous articles, one item—tin pigeon-hole labels—showing a considerable increase in the number obtained over the previous year.

ARTICLES OF UNIFORM FOR LETTER CARRIERS, COLLECTORS, MAIL TRANSFER AGENTS
AND MAIL PORTERS.

	Articles.		Cost.
1896-97.....	4,756	1895-96.....	\$15,426 06
1895-96.....	4,027	1896-97.....	15,233 77
Increase, 1896-97.....	729	Decrease, 1896-97.....	\$ 192 29

On the 20th January, 1897, tenders were invited for uniforms for the *summer season* of 1897, and the contract was awarded to the lowest tenderer—the Sanford Manufacturing Company, Hamilton, Ont.—whose sample of material submitted most nearly approached the standard of quality shown by the departmental specimen.

The tender of the firm named was at \$7.25 per uniform, and was \$1.30 less per uniform than that previously paid, and this accounts to a certain extent for the fact that whilst there is an increase in quantity under this head of 729 articles furnished to the department during the year there is a decrease in cost of \$192.29.

Post Office Department.

The number of letter carriers, &c., in the Dominion to whom uniforms were furnished during the year is as follows:—

	Letter Carriers.	Mail Porters, Transfer Agents, &c.
Montreal.....	98	2
Toronto.....	115	5
Hamilton.....	39	2
London.....	23	1
Kingston.....	11	0
Halifax.....	19	0
St. John.....	22	0
Winnipeg.....	22	0
Victoria.....	13	0
Vancouver.....	9	0
Quebec.....	27	2
Ottawa.....	38	4
	436	16
Total.....		452

The number of orders issued to the Queen's Printer and Controller of Stationery; of requisitions for stores of all classes dealt with, and of other transactions during the two years concerned was:—

	1895-96.	1896-97.	Increase.	Decrease.
			1896-97.	1896-97.
Printing, binding, &c.....	1,348	1,510	162	
Stationery.....	969	1,194	225	
Printer's proofs and revises dealt with	2,725	2,625		100
Requisitions, &c., from Post Office Inspectors, Superintendents Railway Mail Service, City Post Offices, Accounting Offices and Non-Accounting Offices received and dealt with.....	51,382	63,598	12,216	
Invoices for sealing wax and twine issued.....	1,900	2,162	262	
Invoices for Money Order books of issues.....	2,853	3,151	298	
Special general issues, viz.: Postal Guide and Supplements, Departmental Circulars, &c.....	69,105	70,300	1,195	
Offices supplied with monthly notice of new post offices and monthly distribution slip.....	1,488	1,488		
Inside Service requisitions received and dealt with.....	1,450	1,609	159	
Requisitions for mail bags, stamping material, street letter boxes, letter carriers' uniforms, &c.....	10,504	8,588		1,916
Invoices issued in connection therewith.....	10,762	10,291		471
Letters written do.....	1,674	2,226	552	
Orders to tradesmen.....	2,371	2,258		113
Advices for repair of mail bags and articles returned from circulation.....	832	2,334	1,502	
Total.....	159,363	173,334	16,571	2,600
Total increase 1896-97.....			13,971	

Thus whilst there was a considerable increase in the volume of work performed during 1896-97 the staff of this branch was eight less in number, and the salary list \$5,350 less than in the previous year.

REVENUE AND EXPENDITURE.

STATEMENT of the Revenue of the Post Office Department of the Dominion of Canada
for the Year ended 30th June, 1897.

	\$ cts.	\$ cts.
Balance due by Postmasters on Revenue Account on 30th June, 1896.		24,075 79
Postage stamps, post cards, &c., sold	4,063,491 73	
Less—Stamps supplied to International Office of the Postal Union.	14 70	4,063,477 03
Postage on unpaid letters; less, claims for matter reforwarded, for over- charges and for matter forwarded to Dead Letter Office.		16,435 23
Rents of letter boxes and drawers.		27,003 13
Commission received on money orders.		105,332 57
Profit in exchange on money order business with other countries.		7,694 01
Transit charges on correspondence from other countries.		3,654 07
Postage on parcels from other countries.		31,130 40
Void money orders, that is, money orders issued between 1st October, 1894 and 30th June, 1895, payment of which had not been claimed up to 30th June, 1896.		1,440 91
Gross Revenue.		4,311,243 14
DEDUCTIONS.		
Salaries, forward allowances, allowances towards rent, fuel and light, and compensation to postmasters on money order business.	951,348 15	
Discount to stamp vendors.	18,641 11	
Paid for the redemption of postage stamps.	23,507 08	
Postage refunded.	48 26	
Losses by fire, burglary, &c.	1,010 38	
Balance of commission paid to other countries on money order business.	354 57	
Transit charges on correspondence for other countries.	82,130 10	
Postage on parcels for other countries.	4,736 54	
Balance due by postmasters on Revenue Account on 30th June, 1897.	26,528 53	1,108,304 72
Net Revenue.		3,202,938 42

STATEMENT of the Expenditure of the Post Office Department of the Dominion of
Canada for the year ended 30th June, 1897.

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.

Conveyance of mails by land.	\$ 847,660 08
do steamboats, etc.	83,734 73
do railways.	1,350,786 82
Making and repairing mail bags and locks.	24,402 32
Total.	\$2,306,583 96
Salaries paid by cheque.	1,250,609 90
Travelling expenses.	11,582 32
Tradesmen's bills.	92,350 47
Rents and taxes.	1,642 34
Stationery, printing and advertising.	60,779 60
Miscellaneous disbursements paid by cheque.	65,929 75
Total expenditure paid by cheque.	\$3,789,478 34

Post Office Department.

For the year ended 30th June, 1897, the net revenue of the Post Office Department was \$3,202,938.42 being an increase over the revenue for the year ended 30th of June, 1896, of \$238,924.19 equal to about 8.06 per cent.

The Post Office revenue and the expenditure for the nine years ended 30th June, 1897, were as follows :

Year ended 30th June.	REVENUE.				EXPENDITURE.			
	Gross.	Percentage of annual increase.	Net.	Percentage of annual increase.	Deductions from Revenue.	Percentage of annual increase.	Paid by Cheque.	Percentage of annual increase.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.	
1889	2,984,222 60		2,220,503 66		763,718 94		2,982,321 48	
1890	3,223,614 63	8.02	2,357,388 95	6.16	866,225 68	13.42	3,074,469 91	3.09
1891	3,374,887 66	4.69	2,515,823 44	6.72	859,064 22	*0.83	3,161,675 72	2.84
1892	3,542,611 02	4.97	2,652,745 79	5.44	889,865 23	3.58	3,316,120 03	4.88
1893	3,696,062 36	4.33	2,773,507 71	4.55	922,554 65	3.67	3,421,203 17	3.17
1894	3,734,418 59	1.04	2,809,341 06	1.29	925,077 53	0.27	3,517,261 31	2.81
1895	3,815,455 71	2.17	2,792,789 64	* .59	1,022,666 07	10.54	3,593,647 47	2.17
1896	4,005,890 77	4.94	2,964,014 23	6.13	1,040,270 56	1.72	3,665,011 30	1.98
1897	4,311,243 14	7.66	3,202,938 42	8.06	1,108,304 72	6.54	3,789,478 34	3.39

*Decrease.

The following statement will show the development of the Post Office business during the last ten years :

	1887.	1897.
Number of post offices in Canada	7,534	9,192
Number of letters sent by post.	74,300,000	123,830,000
Number of miles of railway over which mails are carried	10,953	14,780
Revenue	\$2,603,255	\$4,322,423
Savings bank deposits	\$8,272,041	\$8,223,000
Money orders issued.	\$10,328,984	\$12,987,230

MONEY ORDERS.

The number of money order offices in operation on the 30th June, 1897, was 1,349, an increase during the year of 39; the total number of those offices situated in each of the several provinces of the Dominion on the 30th June, 1896, and 30th June, 1897, being as follows:—

	1896.	1897.
Ontario.....	642	654
Quebec.....	210	225
Nova Scotia.....	173	174
New Brunswick.....	105	110
Prince Edward Island.....	15	15
Manitoba.....	67	68
North-west Territories.....	43	45
British Columbia.....	55	58
Totals.....	<u>1,310.</u>	<u>1,349</u>

NOTE.—Three hundred and seventy-eight new money order offices having been established on the 1st July, 1897, the total number of such offices in operation at that date was increased to 1,725.

The total number of money orders issued during the year 1896-97 was 1,162,209, of the value of \$12,987,230.88, an increase in number of 31,057, and a decrease in amount of \$94,629.74 compared with the year ended on the 30th June, 1896, and an increase of 70,157 in number and a decrease of \$258,759.31 in comparison with the issues for the year ended on the 30th June, 1895.

The number of Money Orders issued in each of the provinces during the years 1895-96, and 1896-97 is shown in the following statement:—

	1895-96.	1896-97.
Ontario.....	635,810	653,724
Quebec.....	125,154	127,095
Nova Scotia.....	118,909	118,035
New Brunswick.....	67,355	68,203
Prince Edward Island.....	9,642	9,431
Manitoba.....	67,324	66,866
North-west Territories.....	37,665	40,864
British Columbia.....	69,292	77,991
Totals.....	<u>1,131,152</u>	<u>1,162,209</u>

The total sum received from the public for commissions on the 1,162,209 money orders issued during the past year was \$105,332.57, being \$1,211.10 less than the amount received from the same source during the previous year.

The sum of \$30,656.95 was allowed postmasters of other than city post offices for their moiety of commission, namely, one-quarter of one per cent on the amount of local money orders issued, and a similar allowance for payment of money orders issued abroad. The commission earned by postmasters was \$195.82 in excess of their allowance for the previous year 1895-96.

Post Office Department.

Without taking into consideration the services performed by other branches of the department at Ottawa, and by the several post office inspectors in connection with money order transactions, the net commission of \$74,675.62 accruing to the department was insufficient to meet the expenses at the chief office at Ottawa for salaries, printing, stationery, money order books, &c., and for payment of clerks employed at international exchange money order duties, and other money order work at the city post offices.

Nine hundred and twenty-eight thousand two hundred and eighteen of the money orders issued during the year, amounting to \$10,683,173.40 were payable within the Dominion, and 233,991, representing \$2,306,395.69, were payable in other countries or British colonies.

Compared with last year, there has been an increase of 474 in number, and a decrease of \$51,143.10 in amount of money orders payable abroad, and an increase of 7,705 in number, and \$121 113.61 in amount of money orders drawn by other countries payable in Canada.

The interchange of Money Orders between Canada and other Countries and Colonies was as follows :—

	ISSUED IN CANADA.		PAYABLE IN CANADA.	
	Number.	Amount.	Number.	Amount.
		\$ cts.		\$ cts.
United States.....	153,504	1,354,196 27	113,878	1,605,989 87
*United Kingdom.....	66,816	744,886 58	32,047	493,585 30
France.....	4,404	37,860 61	1,395	28,654 74
Germany.....	2,341	31,212 81	544	15,433 96
Japan.....	1,982	54,619 06	56	930 44
Newfoundland.....	1,358	18,811 79	2,368	43,397 29
Italy.....	1,218	30,715 29	44	1,533 27
Belgium.....	732	8,311 46	432	13,470 24
†Switzerland.....	477	4,316 58	94	1,627 97
New South Wales.....	190	3,956 36	151	3,862 36
Hong Kong.....	146	3,712 55	38	572 30
Victoria (Australia).....	135	2,866 80	168	3,790 65
New Zealand.....	120	2,728 42	188	3,425 96
Jamaica.....	118	1,743 89	359	8,899 44
Bermuda.....	101	1,343 29	181	2,701 85
Barbados.....	94	1,334 29	232	5,777 03
Hawaii.....	53	1,263 53	112	1,663 59
Tasmania.....	51	342 25	21	450 72
Leeward Islands.....	47	649 37	92	2,663 44
Queensland.....	41	528 16	64	2,173 63
South Australia.....	35	687 96	21	396 23
British Guiana.....	20	276 81	112	2,466 77
Fiji.....	8	31 46	.....	.....
	233,991	2,306,395 69	152,597	2,245,467 05

* Including all British Possessions and Foreign Countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is not a direct exchange of money orders.

† Including Roumania, Servia and Bulgaria.

On the 1st April last a new scale for fees, or charges on local Money Orders was adopted, the changes are shown as follows:—

	Old Rate.	New Rate.	Difference.
	Cents.	Cents.	Cents.
For orders up to \$ 2.50	2	3	Increase 1.
Over \$ 2.50 do 4.00	2	4	do 2.
do 4.00 do 5.00	5	4	Decrease 1.
do 5.00 do 10.00	5	6	Increase 1.
do 10.00 do 20.00	10	10	No change.
do 20.00 do 30.00	20	12	Decrease 8.
do 30.00 do 40.00	20	15	do 5.
do 40.00 do 50.00	30	20	do 10.
do 50.00 do 60.00	30	24	do 6.
do 60.00 do 70.00	40	28	do 12.
do 70.00 do 80.00	40	32	do 8.
do 80.00 do 90.00	50	36	do 14.
do 90.00 do 100.00	50	40	do 10.

This change in the rate of commission resulted in an increase in the value of money orders issued, and a decrease in the average commission received thereon.

The average amount of money orders issued during the first three-quarters of the year was \$11.08, and commission 9.094 cents; for the last or June quarter, orders averaged \$11.49, commission 8.958 cents.

While there has been, year by year, an increase in the total number of money orders issued during the past four years there has been a falling off in their total value, and in the amount received for commission.

The reduction in value and in commission is shown in the following statement:—

	Average Value of Orders Issued.	Average Commission Received.
1868	\$ 37 18	33.21 cents.
1878.....	26 10	21.10 do
1888.....	17 30	12.85 do
1890.	15 37	12.31 do
1895.....	12 07	9.80 do
1896.....	11 56	9.42 do
1897.....	11 17	9.063 do

Post Office Department.

The annual cost of the money order system during the year ended on 30th June, 1897, is estimated at \$111,694.95, exceeding by \$6,362.38 the total sum (\$105,332.57) received for commissions on orders issued. The expenditure is grouped as follows:—

Salaries at the head office, Ottawa	\$ 31,378 57
Approximate cost of clerical force employed at money order duties at city post offices	40,250 00
Commission paid postmasters at country offices	30,656 95
Printing and binding, for head office	399 24
Stationery for head office	202 33
Journal of Commerce and other papers	23 00
Stamps and pads, for outside service	41 03
Printing, forms, envelopes, and money order books for outside service	8,743 83
Total	<u>\$ 111,694 95</u>

The proportionate cost for each money order is allotted as follows:—

Salaries at chief office, Ottawa	2.700 cents.
do city post offices	3.463 do
Commission to country postmasters	2.638 do
Money order books, printing and stationery	0.809 do
Total	<u>9.610 do</u>

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1897.

Year ended 30th June.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY, DEN- MARK, SWEDEN AND NORWAY.		ITALY.		SWITZERLAND AND ROUMANIA.		BELGIUM.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868.			389,796	87,437										
1869.			94,308	110,585										
1870.			415,363	121,644										
1871.			474,376	142,301										
1872.			577,443	156,888										
1873.			665,407	171,487										
1874.			661,501	174,160										
1875.			572,246	194,680										
1876.	212,135	156,134	491,363	188,116										
1877.	276,821	207,889	409,474	189,082										
1878.	328,264	246,586	383,808	176,047										
1879.	335,200	308,256	361,940	175,461										
1880.	420,946	494,637	397,589	170,304										
1881.	610,094	807,372	430,686	196,467										
1882.	781,167	1,003,079	550,150	257,738										
1883.	1,023,548	1,015,358	827,200	362,822										
1884.	1,190,852	959,691	862,822	299,563										
1885.	1,288,245	820,046	769,679	294,484										
1886.	1,232,000	861,347	753,743	304,115										
1887.	1,262,382	1,096,363	837,146	328,674										
1888.	1,297,734	1,283,004	958,001	364,657										
1889.	1,391,743	1,261,103	1,033,331	383,263										
1890.	1,471,946	1,382,196	1,000,460	388,289										
1891.	1,469,819	1,465,904	975,378	381,452										
1892.	1,478,102	1,515,212	937,679	393,289										
1893.	1,461,304	1,645,140	845,930	412,588										
1894.	1,634,750	1,451,817	908,273	458,703										
1895.	1,443,419	1,352,986	818,384	487,912										
1896.	1,365,827	1,510,695	775,866	479,104										
1897.	1,354,196	1,605,989	744,886	495,585										

†Eight months' business only, from 1st November, 1884.

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

Post Office Department.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1897.

Year ended 30th June.	NEWFOUNDLAND.		JAMAICA.		JAPAN.		AUSTRALASIAN COLONIES AND NEW ZEALAND.		HONG KONG.		THE LEeward ISLANDS.		BERMUDA.		BRITISH GUIANA.		HAWAIIAN ISLANDS.			
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.		
1868.	3,321	3,142																		
1869.	3,246	6,514																		
1870.	5,246	7,328																		
1871.	4,321	5,049																		
1872.	3,656	4,928																		
1873.	4,799	3,807																		
1874.	5,753	6,014																		
1875.	7,197	6,930																		
1876.	5,305	8,439																		
1877.	5,699	12,280																		
1878.	6,245	23,076																		
1879.	5,061	21,909																		
1880.	3,570	22,452																		
1881.	4,883	19,901																		
1882.	4,309	20,644																		
1883.	5,415	24,448																		
1884.	5,291	29,150	777	4,039			3,854	4,051												
1885.	6,652	37,863	696	6,481			5,110	4,521												
1886.	6,467	40,092	718	8,557			9,573	8,829												
1887.	11,997	42,114	1,527	15,509			7,318	13,525												
1888.	22,177	51,482	1,035	18,462			9,448	14,121												
1889.	24,056	63,814	1,101	19,847			9,327	14,398												
1890.	26,942	73,555	1,712	5,344	5,069	699	13,358	11,078												
1891.	28,245	73,545	1,827	10,781	8,707	1,103	13,989	12,153	3,888	731	324	3,006	2	515						
1892.	22,247	88,124	1,404	5,952	8,997	507	16,450	13,286	3,856	619	716	3,162	693	5,141	1,117	1,208	105	1,840		
1893.	21,949	127,389	1,166	6,207	19,203	1,108	16,450	13,286	4,856	619	801	769	4,453	265	3,117	2,322	1,501	128	2,382	
1894.	19,208	220,234	1,315	6,034	31,764	1,812	14,289	10,472	4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612
1895.	20,306	123,070	1,511	5,674	61,704	932	14,289	10,472	4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612
1896.	16,795	38,770	1,743	8,899	54,619	930	14,289	10,472	4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612
1897.	18,811	43,397	1,743	8,899	54,619	930	14,289	10,472	4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612

§Nine months' business only, from 1st October, 1889.

**Six months' business only, from 1st January, 1894.

†Three months' business only, from 1st April, 1892.

‡Six months' business only, from 1st January, 1893.

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from 1st July, 1867, to 30th June, 1897.

Year ended 30th June.	FIJI.		NEW SOUTH WALES.		NEW ZEALAND.		QUEENSLAND.		VICTORIA, (AUSTRALIA.)		TASMANIA.		SOUTH AUSTRALIA.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
1868.														
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1893.														
1894.														
1895.														
1896.	126	4,857	2,970	3,512	3,735	1,007	1,368	3,004	2,665	243	293	175	436	
1897.	31	3,956	3,862	2,728	3,425	528	2,173	2,866	3,790	342	450	687	396	

Post Office Department.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from 1st July, 1867, to 30th June, 1897.

Year ended 30th June.	Number of Money Order Offices.	Total Number of Moneys Issued.	Total Amount of Moneys Issued.	WHERE PAYABLE.		Amount of Orders issued in other Countries payable in Canada.	Gross Revenue from Fees on Money Orders.	Expenditure for Salaries, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.
				In Canada.					
				In other Countries.	In Canada.				
1868	515	90,163	\$ 3,852,881 40	\$ 2,959,762 80	\$ 398,118 00	\$ 29,942 57	\$ 30,655 65	\$ 2,855 55	
1869	550	96,627	\$ 3,563,644 95	\$ 3,193,305 77	\$ 370,339 18	\$ 30,385 12	\$ 32,594 17	\$ 3,169 99	
1870	558	110,021	\$ 3,910,249 95	\$ 3,489,610 00	\$ 420,639 95	\$ 33,477 71	\$ 37,146 97	\$ 1,884 74	
1871	571	120,521	\$ 4,546,433 85	\$ 4,067,735 17	\$ 478,698 68	\$ 38,495 55	\$ 33,225 08		
1872	634	136,422	\$ 5,154,120 13	\$ 5,573,019 76	\$ 581,100 37	\$ 44,682 50	\$ 40,366 85	\$ 478 35	
1873	644	161,096	\$ 6,239,569 86	\$ 5,863,298 00	\$ 679,200 86	\$ 53,019 45	\$ 42,271 80	\$ 2,036 92	
1874	662	179,851	\$ 6,797,427 17	\$ 6,090,172 61	\$ 667,254 56	\$ 59,263 36	\$ 47,362 18	\$ 118 94	
1875	687	181,061	\$ 6,711,538 98	\$ 6,132,094 67	\$ 579,444 31	\$ 54,360 22	\$ 49,416 12	\$ 736 64	
1876	736	258,962	\$ 6,856,821 13	\$ 6,157,813 48	\$ 708,005 06	\$ 54,869 59	\$ 56,269 25	\$ 4,289 21	
1877	769	265,417	\$ 7,130,895 77	\$ 6,412,576 78	\$ 718,318 99	\$ 56,847 03	\$ 49,112 00	\$ 656 68	
1878	772	281,725	\$ 6,788,723 29	\$ 6,086,321 65	\$ 702,202 24	\$ 55,008 42	\$ 47,222 93	\$ 147 00	
1879	775	306,088	\$ 7,297,337 66	\$ 6,385,210 86	\$ 822,126 20	\$ 58,276 28	\$ 46,287 42	\$ 286 20	
1880	775	306,088	\$ 7,297,337 66	\$ 6,385,210 86	\$ 822,126 20	\$ 58,276 28	\$ 46,287 42	\$ 286 20	
1881	786	338,298	\$ 7,725,212 66	\$ 6,679,547 44	\$ 1,045,665 22	\$ 60,835 25	\$ 47,722 80	\$ 161 26	
1882	806	372,248	\$ 8,354,153 57	\$ 7,018,526 04	\$ 1,335,627 53	\$ 65,362 04	\$ 52,449 62	\$ 110 78	
1883	828	419,613	\$ 9,490,809 62	\$ 7,634,735 27	\$ 1,856,164 35	\$ 73,035 92	\$ 67,035 92	\$ 58 85	
1884	866	463,592	\$ 10,067,834 85	\$ 7,971,919 70	\$ 2,095,915 15	\$ 78,870 31	\$ 77,499 12	\$ 882 61	
1885	885	499,243	\$ 10,384,210 99	\$ 8,254,003 12	\$ 2,130,207 87	\$ 73,592 86	\$ 68,211 35	\$ 4,295 59	
1886	910	529,458	\$ 10,281,180 39	\$ 8,146,095 87	\$ 2,085,083 52	\$ 71,734 83	\$ 70,325 86	\$ 25 39	
1887	933	574,890	\$ 10,398,984 51	\$ 8,093,886 92	\$ 2,303,097 59	\$ 79,927 34	\$ 81,077 39	\$ 1,179 14	
1888	944	630,986	\$ 10,916,617 83	\$ 8,520,775 78	\$ 2,395,842 05	\$ 81,077 39	\$ 76,216 69	\$ 1,179 14	
1889	990	673,813	\$ 11,205,919 95	\$ 8,692,418 91	\$ 2,513,501 04	\$ 92,047 98	\$ 83,309 21	\$ 3,112 85	
1890	1,027	730,503	\$ 11,997,861 62	\$ 9,359,434 46	\$ 2,638,427 14	\$ 96,067 40	\$ 88,211 35	\$ 4,295 59	
1891	1,080	835,619	\$ 12,478,178 46	\$ 9,854,052 48	\$ 2,624,126 00	\$ 100,066 80	\$ 96,067 40	\$ 25 39	
1892	1,120	919,996	\$ 12,992,975 61	\$ 10,210,069 90	\$ 2,613,602 20	\$ 103,927 61	\$ 102,462 29	\$ 1,179 14	
1893	1,168	967,866	\$ 12,902,975 61	\$ 10,404,857 08	\$ 2,498,118 53	\$ 108,924 13	\$ 107,084 82	\$ 3,112 85	
1894	1,193	1,042,410	\$ 13,245,990 19	\$ 10,487,279 72	\$ 2,758,710 47	\$ 107,084 82	\$ 106,543 67	\$ 3,112 85	
1895	1,261	1,092,652	\$ 13,187,321 66	\$ 10,736,647 43	\$ 2,450,674 23	\$ 106,543 67	\$ 105,332 57	\$ 3,112 85	
1896	1,310	1,131,152	\$ 13,081,860 62	\$ 10,726,661 04	\$ 2,353,199 58	\$ 2,245,467 05	\$ 83,309 21	\$ 3,112 85	
1897	1,349	1,162,209	\$ 12,987,230 88	\$ 10,683,174 40	\$ 2,304,056 48	\$ 2,245,467 05	\$ 83,309 21	\$ 3,112 85	

a. This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in city post offices, engaged exclusively in money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended 30th June, 1883. b. Including the amount of the "Void" orders of the previous years. c. Including payment for services partly chargeable to preceding year. * Under the recently introduced system of accounts, these items can no longer be given separately.

POST OFFICE SAVINGS BANK.

The business of the Savings Bank continues to increase rapidly, as the following comparative figures will show :—

	Year ended 30th June, 1895.	Year ended 30th June, 1896.	Year ended 30th June, 1897.
Number of Savings Bank offices	731	735	779
Number of deposits received	143,685	155,398	161,151
Amount of deposits received	\$7,488,028	\$8,138,947	\$8,223,000
Number of new accounts opened	27,998	30,100	30,236
Number of withdrawals	85,588	87,221	91,398
Amount of withdrawals	\$7,310,291	\$7,406,066	\$7,656,086
Number of accounts closed	26,037	26,245	26,663
Number of accounts transferred from Dominion Government Savings Bank	1,647	1,959	5,722
Amount of accounts transferred from Dominion Government Savings Bank	\$493,889	\$449,981	\$1,856,474
Interest allowed to depositors	\$876,049	\$944,524	\$1,024,511
Number of accounts remaining open	120,628	126,442	135,737
Balance due to depositors	\$26,805,542	\$28,932,929	\$32,380,829

The average deposit during the year was \$51.02; the average withdrawal, \$83.76; and the average balance standing at the credit of each depositor on the 30th June, \$238.55, or \$9.73 more than the balance at the close of the previous year. The open accounts increased $7\frac{1}{2}$ per cent, and the aggregate balance due to depositors rose 12 per cent

The deposits, classified according to number and amount, were:—

61,461	\$ 1 to \$ 10, inclusive.
26,183	11 to 20, "
39,827	21 to 50, "
18,503	51 to 100, "
8,329	101 to 200, "
4,013	201 to 400, "
1,394	401 to 600, "
544	601 to 800, "
894	801 to 1,000, "

In accordance with the policy (adopted in 1888) of transferring, on the death or removal of the agent, the accounts of each of the Dominion Government Savings Banks to the control of the Post Office Department, the following offices were assumed during the year:—

	Date.	Number of Accounts.	Amount.
			\$ cts.
Yarmouth, N.S.	December 1st, 1896.	1,672	641,297 06
Annapolis, N.S.	April 1st, 1897.	1,032	238,540 76
New Glasgow, N.S.	do 1st, 1897.	1,180	386,528 25
Summerside, P.E.I.	May 1st, 1897.	1,204	309,169 18
St. Andrews, N.B.	June 1st, 1897.	634	280,939 06
	Totals	5,722	1,856,474 31

Post Office Department.

There were 70,000 pass books received for annual examination and insertion of interest—a proportionate increase of $11\frac{1}{2}$ per cent over the preceding year. This increase was no doubt due to the recently adopted plan of issuing, in addition to the standing invitation printed on each pass book, a special request for overdue books in all cases where the present residence of the depositor is known. The examination of these books disclosed no fraudulent transactions; indeed, the general accuracy of the entries showed that the postmasters had discharged their Savings Bank duties with great care and intelligence.

There were 976 claims to moneys left by deceased depositors examined and paid during the year. Of these, 299 were paid under Probate of Will, and 190 under Letters of Administration, 65 under Notarial Will (Province of Quebec), and the remaining 422—being for sums under \$300—to the heirs-at-law, or their duly qualified representative.

Twenty-four new Savings Bank offices were established, making 779 as the total number in operation at the close of the year.

Appended is a tabular statement showing progressively, year by year, the transactions of the Savings Bank from its commencement in 1868.

Two months before the close of the fiscal year, the public was informed that on the 1st July the rate of interest would be reduced from $3\frac{1}{2}$ to 3 per cent. It may be stated that the lowering of the rate did not materially disturb existing deposits; nor did it check future deposits, as the subsequent six months (ended 31st December) show an increase in the volume of deposits to the extent of 16 per cent.

STATEMENT of the Business of the Post Office Savings Bank,

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			£	%	£	
Three months ended 30th June, 1868.....	81	3,247	212,507	65.44		166
Year ended 30th June, 1869.....	213	16,653	927,885	55.71		4,787
Year ended 30th June, 1870.....	226	24,994	1,347,901	53.93		9,478
Year ended 30th June, 1871.....	230	33,256	1,917,576	57.66		15,148
Year ended 30th June, 1872.....	235	39,480	2,261,631	57.27		20,154
Year ended 30th June, 1873.....	239	44,413	2,306,918	51.94		23,800
Year ended 30th June, 1874.....	266	45,329	2,340,284	51.63		25,814
Year ended 30th June, 1875.....	268	42,508	1,942,346	45.69		25,954
Year ended 30th June, 1876.....	279	38,647	1,726,204	44.66		24,152
Year ended 30th June, 1877.....	287	36,126	1,521,000	42.10		22,484
Year ended 30th June, 1878.....	295	40,097	1,724,371	43.00		21,944
Year ended 30th June, 1879.....	297	43,349	1,973,243	45.52		23,226
Year ended 30th June, 1880.....	297	56,031	2,720,216	48.55		26,716
Year ended 30th June, 1881.....	304	71,747	4,175,042	58.19		28,510
Year ended 30th June, 1882.....	308	97,380	6,435,989	66.09		35,859
Year ended 30th June, 1883.....	330	109,489	6,826,266	62.35		45,253
Year ended 30th June, 1884.....	343	109,388	6,441,439	58.88		56,026
Year ended 30th June, 1885.....	355	116,576	7,098,459	60.89		59,714
Year ended 30th June, 1886.....	392	126,322	7,645,227	60.52		62,205
Year ended 30th June, 1887.....	415	143,076	8,272,041	57.81		65,853
Year ended 30th June, 1888.....	433	155,978	7,722,330	49.51	217,385.10	78,229
Year ended 30th June, 1889.....	463	166,235	7,926,634	47.67	1,085,979.72	84,572
Year ended 30th June, 1890.....	494	154,678	6,599,896	42.67	167,501.53	90,151
Year ended 30th June, 1891.....	634	147,672	6,500,372	44.02	389,169.28	84,963
Year ended 30th June, 1892.....	642	145,423	7,056,002	48.52		77,381
Year ended 30th June, 1893.....	673	148,868	7,708,888	51.78		73,361
Year ended 30th June, 1894.....	699	145,960	7,524,286	51.55	218,173.60	84,941
Year ended 30th June, 1895.....	731	143,685	7,488,028	52.11	493,889.23	85,588
Year ended 30th June, 1896.....	755	155,398	8,138,947	52.37	449,931.61	87,221
Year ended 30th June, 1897.....	779	161,151	8,223,000	51.02	1,856,474.31	91,398

Post Office Department.

Canada, Year by Year, from 1st April, 1868, to 30th June, 1897.

Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositor's accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Interest allowed to Depositors.	Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
\$	\$					\$	\$	\$
8,857.48	53.35	2,146		44	2,102	939.37	204,588.89	97.33
296,754.35	61.99	6,429		1,319	7,212	21,094.72	856,814.26	118.80
664,555.51	70.11	7,823		2,857	12,178	48,689.08	1,588,848.83	130.41
1,093,438.86	72.10	9,424		4,449	17,153	84,273.68	2,497,259.65	145.59
1,778,565.19	81.33	10,846		6,940	21,059	116,174.55	3,096,500.01	147.04
2,323,299.32	86.91	11,995		9,528	23,526	126,932.88	3,207,051.57	136.32
2,468,643.42	86.04	12,048		10,606	24,968	126,273.31	3,204,965.46	128.36
2,341,979.04	82.88	10,516		11,190	24,294	120,758.06	2,926,090.48	120.44
2,021,457.97	77.11	10,218		10,097	24,415	110,116.08	2,740,952.59	112.27
1,726,082.98	70.49	8,971		9,312	24,074	104,067.86	2,639,937.47	109.60
1,713,658.73	70.55	10,058		8,597	25,535	103,834.29	2,754,484.03	107.87
1,733,443.79	66.07	10,755		8,845	27,445	110,912.56	3,105,190.80	113.14
2,015,813.16	69.89	14,407		10,487	31,365	136,075.47	3,945,669.11	125.80
2,097,889.15	73.56	18,731		10,491	39,605	184,904.81	6,208,226.77	156.75
3,461,619.31	96.53	25,778		13,920	51,463	291,065.07	9,473,661.53	184.08
4,730,995.39	104.54	27,127		17,531	61,059	407,305.17	11,976,237.31	196.13
5,649,611.13	100.84	26,562		20,939	66,682	477,487.46	13,245,552.64	198.63
5,793,031.84	97.01	27,591		20,951	73,322	539,560.51	15,090,540.31	205.81
6,183,470.60	99.40	29,103		21,555	80,870	607,075.38	17,159,372.09	212.18
6,626,067.51	100.62	31,874		22,585	90,159	692,404.57	19,497,750.15	216.26
7,514,071.78	96.05	37,515	723	26,704	101,693	765,639.15	20,689,032.62	203.44
7,532,145.56	89.06	38,049	2,962	29,581	113,123	841,921.79	23,011,422.57	203.41
8,575,041.98	95.12	32,127	570	33,499	112,321	786,875.37	21,990,653.49	195.78
7,875,977.57	92.67	29,791	1,124	32,006	111,230	734,430.89	21,738,648.09	195.44
7,230,839.14	93.44	28,943		29,368	110,805	734,590.70	22,298,401.65	201.24
6,631,578.97	90.39	29,502		26,032	114,275	777,482.98	24,153,193.66	211.36
7,473,585.46	87.98	29,116	662	27,033	117,020	835,800.34	25,257,868.14	215.84
7,310,291.97	85.41	27,998	1,647	26,037	120,628	876,049.07	26,805,542.47	222.22
7,406,066.13	84.91	30,100	1,959	26,245	126,442	944,524.73	28,932,929.68	228.82
7,656,086.64	83.76	30,236	5,722	26,663	135,737	1,024,511.74	32,380,829.09	238.55

On the 5th May, 1897, the fifth Congress of the Universal Postal Union was opened at Washington, Canada being represented by Lt. Col. William White, late Deputy Postmaster General. Some important decisions were arrived at by the Congress with a view to simplifying and otherwise improving international postal arrangements. The principal changes agreed upon—which will not, however, take effect until the 1st January, 1899, are as follows:—

1. The limit of weight for sample packages to all countries of the Postal Union will be 12 ounces, instead of 8 ounces. (At present 8 ounces is the general limit, 12 ounces being allowed in the case of a few countries only.)

2. Private post cards will be admitted to the international mails on certain conditions.

3. Natural history specimens will be allowed to pass at the rate applicable to samples of merchandise. One cent per 2 ounces.

It was decided that the next Congress which will take place in ordinary course in the year 1904, shall be held in the city of Rome, Italy.

On the 1st August, 1897, Lt. Col. White, C.M.G., Deputy Postmaster General, severed a long and distinguished connection with the Post Office Department of Canada by entering on the retired list. Lt. Col. White's service in the Post Office of Canada dated from December, 1854. Seven years later he became secretary of the department, and in the year 1888, Deputy Postmaster General. In fulfilling the duties of these responsible positions his personal and official merits won wide recognition. In May, 1898, he attended the Postal Union Conference held at Washington, D.C., as delegate of the Canadian Post Office, and in the same month he received the distinction of being made a Companion of the Order of St. Michael and St. George. In his retirement from active service in connection with the department, Lt. Col. White carries with him the cordial regard of his former associates in the postal service, as well as the best wishes of all who had occasion to come into official communication with him.

R. M. COULTER.

Deputy Postmaster General.

Post Office Department.

APPENDIX A

MAIL TRANSPORTATION

Post Office Department.

BARRIE POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Ahmic Harbour and Dunchurch...	R. A. Creasor...	4	6	Part of season 1896 & '97.	65 74
Ahmic Harbour and Parry Sound...	E. J. Taylor...	32	3	12 months...	249 00
Ahmic Lake and Spence...	T. Botham...	10	2	12 do	145 00
Allandale and Holy	W. Armstrong...	3	6	9 do (to Mar. 31, '97.)	86 25
do do	do	3	6	3 do from do	24 75
Allandale and Painswick	C. T. Hunter...	3½	6	12 do	150 00
Allandale and Railway Station	M. J. Hamlin...		36	12 do	110 00
Allensville and Mail Changing Post	M. McNicol...		12	12 do	156 50
Alliston and Elm Grove	C. Tebo...	11½	6	12 do	199 00
Alliston and Railway Station	J. H. Johnson...		24	3 do 15 d (to Oct. 15 '96)	13 08
do do	do		24	8 do 16 d (from do)	70 72
Alliston and Rosemont	J. H. Johnson...	9	6	9 do (to Mar. 31, '97.)	178 50
do do	J. J. Holland...	9	6	3 do from do	58 69
Alport and Bracebridge	W. Lockhead...	4	3	12 do	115 44
Alsace and Nipissing	J. Gerber, sr...	7	3	12 do	92 00
Angus and Baxter	J. M. Coulson...	7½	3	9 do (to Mar. 31, '97.)	126 57
do do	A. L. Stewart...	7½	3	3 do from do	22 00
Angus and Railway Station	H. L. Tar Bush...		24	9 do (to Mar. 31, '97.)	90 00
do do	C. K. Clark...		24	3 do from do	12 50
Anten Mills and Railway Station	J. McLaughlin...		6	9 do (to Mar. 31, '97.)	82 50
do do	J. J. Inkley...		6	3 do from do	4 25
Antioch and Grassmere	G. Hart...	10	1	12 do	65 00
Apto and Phepston Railway Station	J. O'Neill...	6	6	12 do	134 59
Ardrea and Orillia	W. W. Blair...	9	2	12 do	110 00
Ashdown and Bear Cave	H. Bishton...	8	1	12 do	40 00
Ashdown and Rosseau	G. Raymond...	1½	6	9 do (to Mar. 31, '97.)	60 00
Ashdown and Trout Lake	R. Lawson...	7	3	9 do do	75 00
Ashdown and West Grove	M. E. West...	4	1	12 do	40 00
Atherley and Railway Station	E. Lanigan...	½	36	12 do	200 00
Athlone and Tottenham	S. E. Turner...	17½	6	9 do (to Mar. 31, '97.)	225 00
do do	M. J. Casserly...	17½	6	3 do from do	49 25
Auguston and Horning's Mills	W. August...	3	2	12 do	25 00
Avening and Railway Station	J. Pingle...	3	24	12 do	240 00
Axe Lake and Sprucedale	J. McPherson...	10½	1	3 do (to Sept. 30, '96)	20 00
do do	do	10½	1	9 do from do	65 50
Bala and Dudley	G. J. Fenn...	3	2	2 do 19 d. Sept. 30, '96.	8 28
Bala and Glen Orchard	N. Orchard...	8½	3	Part of seasons 1896 & '97	68 20
Bala and Gravenhurst	D. Burgess...	16	1	Special trip	1 50
Bala and Sahanatian	L. Sahanatien...	9	1	12 months	52 00
Baldwin and Railway Station	S. Grylls...	½	6	12 do	62 60
Balsam Grove and Fenelon Falls	J. Copp...	6	2	12 do	90 00
Balsam Lake and Victoria Road	J. Cunningham...	4	2	12 do	72 00
Banda and Glencairn Railway Station	W. Bell...	2½	6	9 do (to Mar. 31, '97.)	157 50
Banda and Glencairn Railway Station	do	2½	6	3 do from do	24 57
Banks and Collingwood	W. Johnson...	12½	2	6 do (to Dec. 31, '96)	97 65
do do	do	12½	2	6 do from do	80 00
Bardville and Falkenburg Station	C. Bard...	6½	2	Part of seasons 1896 & '97.	48 00
Barkway and Lewisham	W. Lowe...	8	3	12 months	160 00
Barkway and Washago	R. C. Benn...	20	3	12 do	186 00
Barrie and Hillsdale	C. E. Smith...	16	6	12 do	375 00

DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Barrie and Midhurst	J. W. Cook	5	6	9 mos. (to Mar. 31, '97).	120 00
do do	do	5	6	3 do from do	30 00
Barrie and Railway Station	H. C. Crosby	10 rods.	66	12 do	148 00
Barrie and Street Letter Boxes	M. Murphy	5	18	12 do	250 00
Batteau and Railway Station	S. M. Jackson	$\frac{1}{2}$	12	12 do	62 60
Baysville and Bracebridge	R. Richards	16	6	12 do	400 00
Baysville and Dorset	N. Langford	16	6	12 do	360 00
Baysville and Newholm	D. Ferguson	9	2	12 do	83 33
Bayview and Morley	C. Lemon	7	2	12 do	100 00
Beaverton and Railway Station	A. Hamilton	$\frac{1}{2}$	24	3 do (to Sept. 30, '96).	31 25
do do	G. H. Williamson	$\frac{1}{2}$	24	9 do from do	72 75
Beeton and Railway Station	J. R. McDonald	$\frac{1}{2}$	24	12 do	172 15
Bell Ewart and Lefroy Railway Station	F. McKay	1	12	6 do (to Dec. 31, '96).	40 00
Bell Ewart and Lefroy Railway Station	R. Colgan	1	12	6 do from do	35 65
Berrisdale and Hartfell	J. Duke	8	2	3 do (to Sept. 30, '96).	36 00
do do	D. Gibbon	8	2	9 do from do	96 75
Black Bank and Lisle	J. W. Rinn	8 $\frac{1}{2}$	6	9 do (to Mar. 31, '97).	178 20
Black Bank and Lisle Railway Station	T. Farley	8 $\frac{1}{2}$	6	3 do from do	42 38
Blackwater and Railway Station	J. H. Chant	50 ft.	24	12 do	62 60
Blackwater and Layton	E. Ferguson	4	3	5 do from Jan. 1, '97.	40 62
do do	D. Ferguson	4	3	1 do do	6 50
Bobaygeon and Lindsay	R. M. Thurston	22	6	Part of seasons 1896 & '97.	450 00
Bobaygeon and Red Rock	M. Thomas	6	2	12 months	75 00
Boothville and Proton Station	J. Martin	10 $\frac{1}{2}$	3	12 do	111 00
Bordeau and Whitehall	W. C. Ramey	5	2	12 do	50 00
Bracebridge and Fraserburg	J. Clark	12	1	6 do (to Dec. 31, '96).	38 50
do do	W. H. Stonehouse	12	1	6 do from do	35 00
Bracebridge and Gravenhurst Railway Station	F. Sander	12	6	12 do	313 00
Bracebridge and Point Kaye	R. Hutton	21 $\frac{1}{2}$	2	Part of seasons 1896 & '97.	77 99
Bracebridge and Railway Station	J. P. Perry	$\frac{1}{2}$	24	9 months (to Mar. 31, '97)	111 75
do do	do	$\frac{1}{2}$	24	3 do from do	31 20
Bracebridge and Wharf	F. Demara	$\frac{1}{2}$	12	Part of seasons 1896 & '97.	47 85
Bracebridge and Ziska	J. Killen	6	2	do do	44 80
Brackenrig and Port Carling	C. H. Davidson	4	3	do do	47 50
Bradford and Newton Robinson	G. Timmons	9	6	9 months (to Mar. 31, '97)	300 00
do do	G. W. Stone	9	6	3 do from do	91 25
Bradford and Railway Station	G. Timmons	$\frac{1}{2}$	24	12 do	75 00
Brae Lake and Uplands	W. J. Taylor	8 $\frac{1}{2}$	1	12 do	32 00
Bramley and Mail Changing Post	G. Gordon	$\frac{1}{16}$	12	3 do (to Sept. 30, '96).	12 50
do do	A. Gordon	$\frac{1}{16}$	12	7 do (to April 30, '97).	29 16
Brechin and Dalrymple	E. Vickers	9	3	12 do	185 00
Brechin and Railway Station	S. Luck	1	24	12 do	93 60
Brechin and Udney	S. Luck	5 $\frac{1}{2}$	3	12 do	80 00
Brentwood and Railway Station	J. O'Connell	$\frac{1}{2}$	12	12 do	64 00
Brown Hill and Ravenshoe Railway Station	J. Brown	$\frac{1}{2}$	12	6 do 12 d to Jan. 12, '97	21 33
do do	do	$\frac{1}{2}$	12	5 do 19 $\frac{1}{2}$ from do	9 34
Burk's Falls and Dunchurch	R. A. Creasor	29	6	Part of seasons 1896 & '97.	264 00
Burk's Falls and Railway Station	R. H. Menzies	1	12	12 months	150 24
Burk's Falls and Sand Lake	J. Hunter	16	1	3 do (to Sept. 30, '96).	22 50
do do	do	13	1	9 do from do	54 84
Burnt River and Rettie's Railway Station	A. Atcheson	$\frac{1}{2}$	12	9 do (to Mar. 31, '97).	37 50
Burnt River and Rettie's Railway Station	S. Suddaby	$\frac{1}{2}$	12	3 do from do	10 92
Bury's Green and Fell's Railway Station	J. Fell, sr	2 $\frac{1}{2}$	2	12 do	45 70
Byng Inlet and French River	J. Lamondin	25	2	Part of seasons 1896 & '97.	269 50
do do	A. Germain	25	2	27 days (to April 27, '97).	32 06
Byng Inlet and Parry Sound	C. Lamondin	65	2	Part of seasons 1896 & '97.	570 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Callender, Frank's Bay and Sturgeon Falls	J. M. Smith	26 s, 16 w	2	12 months	70 00
Callender and Railway Station	E. McGowan	1 ¹ / ₂	12	12 do	78 00
Callender and Wisawasa	W. F. Cronkhite	2 ¹ / ₂	6	12 do	110 00
Cambray and Lindsay	W. J. Jackson	9	6	3 do (to Sept. 30, '96)	66 25
do do	C. F. Alger	9	6	9 do from do	164 25
Cameron and Railway Station	J. Bryson	1 ¹ / ₂	12	12 do	120 00
Canilla and Granger	S. H. Bennion	6 ¹ / ₂	2	12 do	68 00
Camperdown and Mail Changing Post	J. Barclay	4 rods.	12	12 do	24 00
Cannington and Railway Station	W. Cassidy	1 ¹ / ₂	24	12 do	60 00
Cannington and Sutton West	G. Newton, jr	20	6	7 do (to Jan. 31, '97)	350 00
do do	do	20	6	5 do from do	222 50
Cape Rich and Meaford	W. S. Cox	14	2	12 do	168 00
Carden and Horncastle	P. McCarthy	4	2	12 do	50 00
Carlyon and Uthoffe	D. Ferguson	5	2	12 do	40 00
Cashtown and Creemore	J. Cotton	2	6	12 do	100 00
Christian Island and Lafontaine	W. Monague	7	2	12 do	120 00
Churchill and Lefroy Ry. Station	E. H. Sloan	2 ¹ / ₂	12	9 do (to Mar. 31, '97)	165 00
do do	do	2 ¹ / ₂	12	3 do from do	38 22
Clarksburg and Heathcote	S. C. Rowe	5	6	12 do	188 00
Clarksburg and Red Wing	J. L. G. Conklin	13 ¹ / ₂	3	12 do	217 00
Clarksburg and Thornbury Railway Station	S. C. Rowe	1 ¹ / ₂	24	12 do	195 00
Clear Lake and Uffington	J. Cox	16 ¹ / ₂	2	3 do (to Sept. 30, '96)	32 50
do do	A. Taplin	16 ¹ / ₂	2	9 do from do	78 00
Cley and Juddhaven Wharf	R. Fullerton	2	2	Season 1896	17 20
Cley and Ullswater	do	4	1	Part of seasons 1896 & '97	16 80
Coboconk and Fenelon Falls	C. Bowins	16	3	12 months	234 00
Coboconk and Lorneville	do	28	6	9 do (to Mar. 31, '97)	704 25
do do	B. Ross	28	6	3 do from do	187 00
Coboconk and Minden	T. Leary	24	6	12 do	700 00
Coldwater and Lovering	S. D. Eplett	6	3	9 do (to Mar. 31, '97)	105 00
do do	W. H. Lovering	6	3	3 do from do	32 50
Coldwater and Moonstone	T. D. Robinson	6	3	12 do	80 00
Coldwater and Railway Station	S. D. Eplett	1	24	12 do	200 00
Collingwood and Railway Station	D. McL. Darroch	1 ¹ / ₂	36	12 do	250 00
Collingwood and Street Letter Boxes	J. Ferguson	3 ¹ / ₂	18	12 do	200 00
Colwell and Railway Station	J. Campbell	10	12	12 do	62 60
Commanda and Restoule	W. Bradley	10	2	9 do (to Mar. 31, '97)	108 00
do do	H. McKee	10	2	3 do from do	30 00
Connor and Palgrave Station	P. Burns, jr	3 & 3 ¹ / ₂	6 & 3	12 do	237 00
Cookstown and Railway Station	H. Coleman	10	24	12 do	150 24
Cooper's Falls and Ragged Rapids	A. Steen	10	1	12 do	45 00
Corbetton and Railway Station	J. Corbett	30 rods.	6	12 do	35 00
Corson's Siding and Head Lake	W. A. Maxwell	12	3	12 do	170 00
Coulson and Orillia	W. Edgerton	16	6	9 do (to Mar. 31, '97)	337 50
do do	A. Reid	16	6	3 do from do	85 00
Cragie Lea and Gregory	T. Waters	5	3 & 1	Season 1896	67 50
do do	R. S. G. Allan	5	2 & 3 s, 1 w.	Part of season 1897	13 50
Craigie Lea and Minett	H. Wallace	4 s, 4 w	2, 3 & 1	Part of seasons 1896 & '97	20 00
Craigleith and Railway Station	A. Fleming	1 ¹ / ₂	6	12 months	48 00
Creemore and Maple Valley	J. McKenzie	13	6	12 do	249 50
Creemore and Railway Station	A. Gillespie	1 ¹ / ₂	24	9 do (to Mar. 31, '97)	118 20
do do	do	1 ¹ / ₂	24	3 do from do	23 40
Cresswell and Mail Changing Post	T. Pearn	1 ¹ / ₂	12	3 do (to Sept. 30, '96)	8 75
do do	I. Johnston	1 ¹ / ₂	12	9 do from do	28 90
Crossland and Phelpston	P. Ryther	19	3	12 do	275 00
Dartmoor and Sebright	D. Dunn	4	3	9 do (to Mar. 31, '97)	51 00
do do	J. Johnson	4	3	3 do from do	14 00
Deerhurst and Gilford	R. Baynes	4 ¹ / ₂	3	12 do	100 00

**DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
De Grasse Point and Lefroy	J. G. Dowse	1½	12	Part seasons 1896 & '97	37 92
Denville and Berriedale Railway Station	S. Brimacombe	7¾	3	12 months	198 00
Dewe and Parry Sound	J. Wright	11	1	3 do 19 days (to Oct. 19, '96)	19 61
Downeyville and Omemece	B. Downey	5½	6	12 do	160 00
Duncan and Heathcote	J. McKnight	5	3	9 do (to Mar. 31, '97)	60 00
do	T. Howard	5	3	3 do from do	15 00
Dunchurch and Whitestone	G. T. Stuckey	11¾	3	12 do	150 00
Dundalk and Hopeville	A. McEachnie	9	6	9 do (to Mar. 31, '97)	216 00
do	do	9	6	3 do from do	39 00
Dundalk and Kingscote	J. Phelan	12	2	12 do	130 00
Dundalk and McIntyre	W. J. Robins	13½	6	9 do (to Mar. 31, '97)	270 00
do	J. Ferguson	13½	6	3 do from do	61 75
Dundalk and Railway Station	T. Hanbury	¼	24	12 do	125 20
Dunsford and Lindsay	R. Thurston	10	6	Part of seasons 1896 & '97	67 90
Duntroon and Maxwell	E. Linley	14	6	12 months	405 00
Duntroon and Railway Station	J. Russell	½	24	12 do	313 00
Dwight and Fox Point	T. Salmon	7	1	12 do	46 50
Dwight and Huntsville	D. Kernaghan	13½	2	12 do	174 00
Earnscliffe and Rosemont	N. Rutledge	5½	6	12 do	131 30
Edgar and Hawkestone Railway Station	S. E. Hutchinson	12	6	12 do	275 00
Edgington and Orrville	J. Edgington	1¼	3	3 do (from Apr. 1, '97)	9 00
Egbert and Mail Changing Post	E. A. Gibson	3	6	12 do	90 90
Elder and Sheldon	W. Thompson	4	2	9 do (to Mar. 31, '97)	37 50
do	R. J. Aikens	4	2	3 do from do	11 00
Elmvale and Gibson	J. A. Henderson	9	3	12 do	146 00
Elmvale and Railway Station	G. Hunt	½	18	12 do	80 00
Emberson and Huntsville	T. W. Ripper	10	1	6 do (to Dec. 31, '96)	26 00
do	G. T. Young	10	1	6 do from do	25 00
Emsdale and Fern Glen	C. Marshall	6	3	2 do 2 days (to March 2, '97)	19 50
Emsdale and Kearney	R. McConkey	6	6	12 do	200 00
Emsdale and Railway Station (Ottawa and Parry Sound)	A. E. Munn	¼	12	6 do (to Dec. 31, '96)	47 40
Emsdale and Scotia Junction	do	1¾	12	23 days (to Jan. 23, '97)	18 00
Emsdale and Railway Station	J. W. McDonald	¾	12	12 months	78 25
Emsdale and Star Lake	C. Ross	5	3	12 do	75 00
Ennis and Loretto	J. O'Leary	3½	2	12 do	50 00
Ennismore and Frankhill	C. Lowes	6	1	12 do	66 00
Ennismore and King's Wharf	J. C. Leary	9	2	12 do	100 00
Epping and Flesherton	J. W. Shore	15½	6	6 do (to Dec. 31, '96)	195 00
do	J. Sherwood	15½	6	6 do from do	156 50
Epping and Meaford	W. J. Cann	14	6	6 do (to Dec. 31, '96)	142 50
do	J. Dillon	14	6	6 do from do	125 00
Erskine and Markdale	J. E. Guy	10	3	12 do	150 00
Everett and Perm.	W. Arnold	7½	6	11 do (to May 31, '97)	206 25
Everett and Railway Station	T. Watson	¾	24	11 do (to May 31, '97)	82 50
do	do	¾	18	1 do from do	5 62
Fairbairn and Fenelon Falls	T. E. Tiers	8	2	12 do	80 00
Fair Valley and Warminster	R. C. Hipwell	4	3	9 do (to Mar. 31, '97)	54 00
do	P. Thornton	4	3	3 do from do	17 50
Falding and Falding Station	S. A. Rankin	150 yds.	12	12 do	62 60
Falkenberg Station and Port Carling	J. McCulley	16½	3	Part of seasons 1896 & '97	126 00
Falkenberg Station and Railway Station	W. Brown, jr.	¼	12	12 months	78 25
Falkenberg Station and Windermere	D. Fife, jr.	17½	3	12 do	300 00
Fawkham and Mail Changing Post	D. Carwick	2¾	6	12 do	150 24
Fawn and Mail Changing Post	M. A. Hopkins	½	3	3 do (to Sept. 30, '96)	6 25

Post Office Department.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fawn and Rama Mission	S. B. Nanigish-king	1	3	3 mos. (to Sept. 30, '96).	6 25
Fenelon Falls and Railway Station.	E. Lansfield	12	9	do (to Mar. 31, '97).	60 00
do do	H. Brook	12	3	do from do	15 40
Fern Glen and Railway Station	C. Marshall	3	12	do	39 00
Fesserton and Railway Station	P. Jancowski	12	5	days (to July 5, '96).	0 88
do do	do	24	11	mos. 26 d. from do	99 62
Fetherston and Parry Harbour	Mrs. M. A. Peake	2	3	do	100 00
Feversham and Flesherton	R. D. Meldrum	14	6	12 do	299 00
Feversham and Lady Bank	T. Paul	5	2	12 do	66 00
Fingerboard and Sonya	T. Moase, sr.	2½	3	12 do	80 00
Foote's Bay and Glen Orchard	N. Orchard	8	2	Part of seasons 1896 & '97.	49 20
Foxmead and Railway Station	C. Hughes	4	6	12 months	40 00
Gamebridge and Railway Station	W. M. Stewart	1½	12	12 do	94 00
Georgina Island and Sutton West	C. Bigcanoe	8	2	12 do	75 00
Germania and Uffington Road	J. C. Stamp	2½	3	12 do	85 00
Gilchrist and Shanty Bay	H. Gilchrist	4	3	12 do	75 00
Gilford and Railway Station	J. A. Blain	1	24	12 do	60 00
Glandine and Railway Station	H. Dawson	2	3	12 do	78 00
Glenarm and Woodville	A. E. Staback	22 rt.	6	6 do (to Dec. 31, '96).	155 00
do do	J. H. Pethick	22 rt.	6	6 do from do	137 50
Glencairn and Railway Station	W. Grieve	1	24	9 do (to Mar. 31, '97).	150 00
do do	do	1	18	3 do from do	22 23
Glen Huron and Railway Station	J. Hamilton	1½	6	12 do	115 00
Glenila and Maple Island	A. C. Poytress	11	1	12 do	78 00
Glen Orchard and Gravenhurst	C. Board	27½	3	Part of seasons 1896 & '97.	136 11
Gordon Bay and Port Cockburn	J. J. Barnes	8	1	do do	43 75
Goring and Rocklyn	R. Williamson	4	3	12 months	70 00
Granite Hill and Mandeville	C. Nixon	5	1	12 do	25 00
Gravenhurst and Leg Lake	J. Paterson	11	1	12 do	65 00
Gravenhurst and Railway Station	J. McKinney	3	36	9 do (to Mar. 31, '97).	164 33
do do	J. McLean	3	36	3 do from do	46 80
Gravenhurst and Uffington	R. Fielding	11	3	12 do	138 00
Gravenhurst and Walker's Point	H. Walker	14	1	Part of seasons 1896 & '97.	70 00
Gravenhurst and West Gravenhurst	W. McDevitt	2	5	3 mos. (to Sept. 30, '96).	35 00
do do	J. Geoh	2	6	6 do (to Mar. 31, '97).	56 25
do do	G. Hopkinson	2	6	3 do from do	21 25
Gravenhurst and Wharf	J. McKinney	1½	12	Season 1896	66 25
do do	N. Ferran	1½	12	Part of season 1897.	16 80
Grenfell and Railway Station	T. Young	2½	2	12 months	78 00
Guthrie and Oro Station	W. Mitchell	3	6	12 do	125 00
Haldane Hill and Novar	T. Cudmore	10	3	12 do	185 00
Hamlet and Severn Bridge	T. Stanton	6½	6 & 2	12 do	75 00
Hatherton and McIntyre	E. Scilly	4½	2	12 do	50 00
Hawkestone and Railway Station	T. Linton	4	6	12 do	28 14
Hokkla and Rosseau	A. V. Helgason	6	1	12 do	39 00
Hillsdale and Hobart	W. Kennedy	8	3	12 do	184 00
Hillsdale and Mount St. Louis	J. Coulson	4	3	12 do	75 00
Hockley and Mono Centre	J. L. Colwell	11	6	9 do (to Mar. 31, '97).	277 50
do do	A. Beatty	11	6	3 do from do	58 50
Holland Landing and Railway Station	W. Luck	¾	24	12 do	75 12
Holt and Mount Albert	J. Roseman	3	6	6 do (to Dec. 31, '96).	62 50
do do	P. Steeper	3	6	6 do from do	31 00
Honeywood and Hornings Mills	J. Ostic	6	6	6 do (to Dec. 31, '96).	103 00
Honeywood and Shelburne Railway Station	J. Service, jr.	12	6	6 do from do	137 00
Hornings Mills and Shelburne Railway Station	J. Ostic	6	6	6 do (to Dec. 31, '96).	103 50
Hotham and Nipissing	J. Steele	6	1	12 do	40 00
Huntsville and Peninsula Lake	J. G. Henderson	10½	2	12 do	100 00

**DETAIL of all payments for Mail Transportation in Barrie Postal Division,
&c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Huntsville and Railway Station.....	D. Kernaghan ..	3	12	12 months	56 34
Huntsville and Ravenscliffe.....	W. H. Lehman.....	5½	2	6 do (to Dec. 31, '96)..	30 00
do do	H. Whinney.....	5½	2	6 do from do	32 50
Huntsville and Williamsport	H. N. Gerhart ..	10	1	12 do	50 00
Hutton House and Point Kaye	J. Hutton.....	2	3	Part of seasons 1896 & '97.	13 60
Inholmes and Orrville.....	A. Hurd	18	2	12 months	200 00
Innisfil and Stroud.....	G. Barclay.....	3	6	12 do	136 00
Ivy and Thornton.....	W. Reid.....	4½	6	9 do (to Mar. 31, '97)..	112 50
Ivy and Thornton Railway Station.....	W. Reid.....	4½	6	3 do (from April 1, '97)	50 00
Jarlsberg and Railway Station	J. Nelson.....	½	12	12 do	100 16
Juddhaven and Port Carling.....	A. Ennis.....	14	1	Part of seasons 1896 & '97.	40 00
Katrine and Orange Valley	R. White.....	6	1	12 months.....	40 00
Katrine and Railway Station	M. A. Mawhinney	1½	6	12 do	93 90
Kearney and Ravensworth.....	J. M. Garrioch.....	11	1	6 do (to Dec. 31, '96)..	35 00
do do	J. H. Mingo.....	11	1	6 do from do	32 50
Keldon and Shelburne.....	W. Smith.....	9½	2	12 do	99 00
Kells and Powassan.....	H. Anderson.....	9	1	12 do	60 00
Keswick and Roach's Point.....	E. Cake.....	3	6	9 do (to Mar. 31, '97)..	97 50
do do	W. Kelly.....	3	6	3 do from do	22 50
Kilgorie and Whitfield	M. Lloyd.....	4½	2	12 do	60 00
Killyleagh and Thornton	W. Hicks.....	3	2	12 do	50 00
Kilworthy and Mail Changing Post	G. A. Lehmann.....	½	6	12 do	30 00
Kilworthy and Morrison Lake	N. McLean.....	8	1	12 do	65 00
Kilworthy and Sparrow Lake	A. Wiancko.....	4½	2	12 do and extra trips ..	70 00
Kinmount and Railway Station	G. Train.....	½	12	12 do	50 00
Kirkfield and Rohallion.....	T. Strachan.....	6	2	12 do	90 00
Kolapore and Ravenna.....	S. A. Wilson.....	5	3	12 do	78 00
Lafontaine and Penetanguishene... ..	P. Brasseur	8	6	12 do	230 00
Layton and Blackwater.....	E. Ferguson.....	4	3	6 do (to Dec. 31, '96)..	48 76
Leaskdale and Sunderland Railway Station	W. H. Oliver.....	13	6	12 do	271 00
Lefaives Corners and Mail Changing Post	J. J. Rowat	1	3	12 do	40 00
Lefroy and Railway Station.....	J. G. Douse.....	1½	12	12 do	36 00
Lindsay and Railway Station (G. T.)	W. A. Jewett.....	48	12	12 do	298 00
Lindsay and Street Letter Boxes.....	A. D. Mallon.....	5½	18	12 do	160 00
Lindsay and Wharf.....	J. Corliss.....	19	19	Part of seasons 1896 & '97.	32 50
Lisle and Railway Station	R. H. Little.....	24	9	9 months (to Mar. 31, '97)	75 00
do do		8	18	3 do from do	18 75
Little Britain and Mariposa Railway Station.....	W. E. Yerex.....	2	12	12 do	99 00
Little Britain and Valentia.....	D. J. Sharpe.....	5½	3	12 do	44 00
Longford Mills and Railway Station	W. Thomson.....	24	12	12 do (less fine)..	99 00
Lorimer Lake and McKeller.....	F. B. Ferris.....	8	1	6 do (to Dec. 31, '96)..	27 50
do do	W. C. Ferris.....	10	1	6 do from do	25 00
Loring and Stopping Place.....	R. W. Brooks.....	22	3	12 do	325 00
Lorneville and Railway Station.....	C. Morrison.....	½	12	12 do	62 60
Magnetawan and Spence.....	T. Langford.....	7	3	12 do	96 00
Malta and Severn Bridge.....	T. Whyte.....	4	2	12 do	60 00
Manilla and Junction.....	S. Harper.....	1½	12	12 do	143 30
Meaford and Railway Station	M. Paul.....	24	12	12 do	100 00
Meaford and Walters Falls.....	J. Murray.....	22	3	12 do	297 00
Mecunoma and Rye.....	W. Hampshild.....	4	3	12 do	80 00
Melancthon and Mail Changing Post.....	J. Brown.....	½	12	12 do	100 16

Post Office Department.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Melissa and Mail Changing Post.	I. McRoberts.	1½	3	12 months	78 50
Midland and Penetanguishene Railway Station	C. A. Hunter.	5	6	12 do	149 00
Midland and Railway Station.	R. Barry.	½	24	12 do	156 50
Midland and Vasey.	A. Brown.	10	3	12 do	144 00
Midlothian and Royston.	J. Rousell.	8	2	12 do	68 00
Millington and Uptergrove Railway Station.	P. G. McDonald	3	3	12 do	74 00
Minesing and Railway Station.	A. Ronald, jun.	2	6	12 do	71 99
Minesing and Russellton	M. Herring.	6	3	9 do (to Mar. 31, '97).	87 75
do do	G. Miller.	6	3	3 do from do	19 75
Minett and Morinus	W. D. McNaughton	3	6	Season 1896	27 00
Minett and Woodington.	F. Minett.	1	23 & 26	Part of season 1896	3 60
Mono Centre and Orangeville.	H. Lavery.	24½	6	12 months	445 40
Mortimers Point and Port Carling.	W. Mortimer.	6	1	Part of seasons 1896 & '97.	20 00
Morton Park and Roach's Point.	N. Morton.	1½	6	do do	17 00
Mount Albert and Railway Station	J. Roseman.	½	12	6 months (to Dec. 31, '96)	37 00
do do	P. Steeper.	½	12	6 do from do	27 90
Mount Horeb and Reaboro'	W. Elliott	5	3	12 do	100 00
Nantye and Mail Changing Post.	S. Spillett	2	6	12 do	60 00
New Lowell and Railway Station.	W. Switzer.	1	12	9 do (to Mar. 31, '97).	30 00
do do	J. A. Mather.	1	12	3 do from do	10 00
New Lowell and Railway Station.	A. H. Carter	1	12	12 do	24 00
New Market and Sutton West.	G. W. Stone	22	6	7 do (to Jan. 31, '97)	520 33
do do	R. D. Morton.	22	6	5 do from do	245 00
Nipissing and Powassan	H. A. Steele	10	3	9 do (to Mar. 31, '97).	172 50
do do	W. J. Gilks.	10	3	3 do from do	39 50
Nottawa and Railway Station	L. H. Currie.	½	12	12 do	100 00
Nottawa and Rob Roy	T. S. Freethy.	10	3	12 do	147 00
Novar and Railway Station	H. Dafoe.	½	12	12 do	62 60
Novar and Swindon.	J. Large.	5	2	12 do	65 00
Oakwood and Railway Station.	W. H. McLaughlin.	1½	12	12 do	93 90
Omeme and Railway Station.	R. J. Grandy.	1½	24	12 do	250 00
Orillia and Railway Station	A. Fraser.	½	42	12 do	244 86
Orillia and Rugby.	J. Millard	7	6	9 do (to Mar. 31, '97).	169 20
do do	W. M. Horne.	7	6	3 do from do	40 00
Orillia and Sebright.	R. R. Young.	17½	6	9 do (to Mar. 31, '97).	293 63
do do	W. McDermott.	17½	6	3 do from do	81 25
Orillia and Street Letter Boxes.	W. Jackson.	3	18	12 do	150 00
Oro Station and Railway Station.	H. Douglas.	½	6	3 do (to Sept. 30, '96).	15 00
do do	W. Mitchell.	½	6	9 do from do	30 00
Orrville and Railway Station	J. Nixon.	½	12	12 do	62 60
Orrville and Turtle Lake	A. N. McLean.	9½	3	9 do (to Mar. 31, '97).	112 50
Parkersville and Mail Changing Post	H. Jacobs	½	6	12 do	37 56
Parry Sound and Railway Station.	F. Montgomery.	2½	12	12 do	250 40
Parry Sound and Shetashkong.	W. R. Hamilton	14	1	12 do	100 00
Pearceley and Sundridge.	I. T. Milsap.	8	1	12 do	65 00
Penetanguishene and Railway Station.	C. Hubert	½	24	12 do	74 86
Pern and Everett Railway Station.	J. J. Morrow.	7½	6	1 do (from June 1, '97)	9 83
Penville and Tottenham.	D. M. Williams.	19	6	9 do (to Mar. 31, '97).	201 75
do do	T. Bruce.	19 rt.	6	3 do from do	47 25
Phelpston and Railway Station.	R. Shields.	rt	6	12 do	42 24
Port Cockburn and Christies Crossing	Muskoka and Georgian Bay Nav. Co	7	6	Season 1896	106 00

DETAIL of all payments for Mail Transportation in Barrie Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Cockburn and Maple Lake Station.....	J. Sword.....	7	6	Part of season 1897.....	7 50
Port Cockburn and Trout Lake.....	R. Lawson.....	4	2	Part of seasons 1896-97...	25 00
Port Perry and Scugog.....	J. Jackson.....	7	2	12 months.....	100 00
Port Severn and Waubashene.....	J. Hanley.....	5	3	12 do.....	156 00
Port Sydney and Utterson Railway Station.....	J. F. Chester.....	2½	12	12 do.....	229 00
Powassan and Railway Station.....	A. H. Porter.....	4	12	12 do.....	93 90
Powle's Corners and Hall's Crossing.....	W. H. Powles.....	1	12	12 do.....	85 00
Prinrose and Whitfield.....	P. D. Henry.....	4½	6	9 do (to Mar. 31, '97).....	117 00
do do.....	do.....	4½	6	3 do from do.....	33 00
Proton Station and Railway Station.....	F. Freeman.....	5	12	12 do.....	75 00
Proton Station and Wareham.....	J. R. Roome.....	9½	3	6 do (to Dec. 31, '96).....	86 50
do do.....	J. T. Haney.....	9½	3	6 do from do.....	78 00
Purbrook and Uffington.....	J. Crockford.....	6	2	12 do.....	68 00
Rama and Longford Railway Station.....	J. McPherson.....	1½	6	12 do.....	80 00
Rama Mission and Mail Changing Post.....	S. B. Manigish-king.....	1½	3	9 do (from Oct. 1, '96).....	28 11
Ravenshoe and Railway Station.....	W. Linstead.....	4	6	12 do.....	150 00
Reaboro' and Railway Station.....	J. Greer.....	½	12	12 do.....	70 00
Riverview and Railway Station.....	H. Gordon.....	3½	6	12 do.....	187 20
Roach's Point and Lefroy Railway Station.....	R. Colgan.....	3	6	Part of seasons 1896 & '97.....	44 10
Rock Hill and Seguin Falls.....	W. Robinson.....	12	3	12 months.....	200 00
Rosemont and Shelburne.....	G. Moffat.....	12	6	9 do (to Mar. 31, '97).....	390 00
do do.....	P. Ames.....	12	6	3 do from do.....	73 75
Rosemont and Sheldon.....	T. J. Anderson.....	3½	6	9 do (to Mar. 31, '97).....	67 50
do do.....	do.....	3½	6	3 do from do.....	17 87
Rosseau and Rosseau Falls.....	P. Mutchenbacher.....	4	3	Part of seasons 1896 & '97.....	40 00
Rosseau and Shannon Hall.....	J. Fletcher.....	12½	1	12 months.....	78 00
Rosseau and Maple Lake Station.....	J. Harvie.....	12	6	3 mos. (from Apr. 1, '97).....	97 50
Rousseau and Stanley House.....	W. B. Maclean.....	8	1	Part of seasons 1896 & '97.....	31 50
Rosseau and Utterson.....	N. Hanes.....	22	6	do do.....	177 23
Royston and Sprucedale.....	W. Pearce.....	8½	3	12 months.....	144 26
Ruskview and Terra Nova.....	J. W. Walker.....	2½	3	12 do.....	40 00
St. Patrick and Mail Changing Post.....	O. Pilon.....	½	3	12 do.....	37 75
Sadowa and Sebright.....	F. Grigg.....	5½	2	12 do.....	40 66
Saurin and Railway Station.....	T. McGrath.....	½	12	12 do.....	20 00
Scotia and Mail Changing Post.....	E. B. Clearwater.....	½	6	12 do.....	78 25
Seguin Falls and Railway Station.....	W. Foy.....	½	12	12 do.....	50 08
Severn Bridge and Railway Station.....	J. H. Jackson.....	30 yds.	24	12 do.....	120 00
Shanty Bay and Railway Station.....	C. G. Arthur.....	½	12	12 do.....	75 00
Shelburne and Railway Station.....	E. Berwick.....	½	24	12 do.....	125 20
Smithdale and Railway Station.....	D. Smith.....	½	12	12 do.....	43 84
Sonya and Railway Station.....	A. Black.....	½	6	12 do.....	78 25
South River and Railway Station.....	W. Holditch.....	½	12	12 do.....	140 49
South River and Wattenwyl.....	A. Egger.....	18	3	12 do.....	280 00
Sprucedale and Railway Station.....	W. Pearce.....	75 yds.	17	12 do.....	31 30
Stanleydale and Utterson.....	N. Hanes.....	15	3	12 do.....	234 00
Stanleydale and Yearley's.....	J. Middleton.....	2½	3	12 do.....	38 48
Stayner and Railway Station.....	C. A. Sanders.....	½	24	12 do.....	95 00
Stayner and Sunnidale.....	J. Sherrick.....	22½	3	12 do.....	175 00
Stroud and Craigvale Ry. Station.....	R. G. McCraw.....	1	12	12 do.....	120 00
Sturgeon Bay and Railway Station.....	J. Playfair.....	½	12	12 do.....	80 00
Sunderland and Railway Station.....	W. H. Oliver.....	½	24	12 do.....	94 00
Sundridge and Railway Station.....	J. Carter.....	½	12	12 do.....	125 20
Sundridge and Vavasour.....	M. McL. Harkness.....	12	1	12 do.....	94 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Barrie Postal Division, &c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Sutton West and Railway Station	S. E. Townley	5 1/2	12	12 months	125 20
Sutton West and Vachell	do	5 1/2	6	6 do (to Dec. 31, '96)	50 00
do do	F. Daley	4	6	6 do from do	39 00
Thompsonville and Railway Station	J. T. Schmitendorf	14	12	12 do	110 00
Thornton and Railway Station	W. H. Martin	14	24	9 do (to Mar. 31, '97)	89 25
do do	do	14	18	3 do from do	17 50
Tioga and Railway Station	A. Lemon	12	12	12 do	43 82
Tottenham and Railway	C. Brown	12	24	12 do	73 00
Trout Creek and Railway Station	F. Sinclair	12	24	3 do (to Sept. 30, '96)	21 40
do do	J. Corkery	12	9	9 do from do	46 80
Trout Creek and Stopping Place	W. O. Shaughnessy	20	3	12 do	345 00
Uthoff and Railway Station	J. Lynes	1 1/2	12	12 do	93 90
Ullswater and Utterson	H. Creaser, jr.	11	3	Part of seasons 1896 & '97.	166 25
Uphill and Victoria Road	J. Gilmour	12	6	9 months (to Mar. 31, '97)	300 00
do do	M. McDonald	12	6	3 do from do	77 50
Uptergrove and Railway Station	T. Mulvihill	1 1/2	24	12 do	180 00
Utopia and Railway Station	P. Connor	1 1/2	12	12 do	81 38
Victoria Harbour and Ry. Station	M. Vasey	1 1/2	24	12 do	122 40
Vine and Railway Station	V. P. Kelcey	1 1/2	12	12 do	56 00
Washago and Railway Station	J. C. Marshall	1 1/2	24	12 do	100 16
Waubamick and Parry Sound	H. Noble	1 1/2	2	12 do	30 00
Waubashene and Railway Station	W. H. F. Russell	9	24	12 do	109 00
Waverley and Railway Station	W. Waugh	9	6	9 do (to Mar. 31, '97)	195 00
do do	J. Monteith	9	6	3 do from do	42 90
Whitehall and Railway Station	W. A. White	12	12	12 do	78 25
Woodville and Railway Station	J. H. Staples	12	6	6 do (to Dec. 31, '96)	29 50
do do	W. T. Moore	12	24	3 do (to Mar. 31, '97)	26 18
do do	B. Ross	12	24	3 do from do	18 72
Wyebridge and Wyevale Railway Station	W. Edwards	5	6	12 do	174 00
Wyevale and Railway Station	W. T. Stewart	1 1/2	6	12 do	29 72
Zephyr and Railway Station	J. N. Dafoe	3	6	12 do	160 00
Total					\$47,855 71

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

BRITISH COLUMBIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, performed within the Year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Otter	A. Beaton	11	2	12 months	129 00
Abbotsford and Peardonville	R. Peardon	7	1	12 do	60 00
Abbotsford and Railway Station	F. Munroe	50 yds.	12	12 do	40 00
Agassiz and Railway Station	H. White	100 yds.	14	12 do	60 00
Ainsworth and Wharf	J. Henry	4	9	12 do	110 00
Alberni and Beaver Creek	C. F. Bishop	6	2	12 do	68 00
Alberni and Nanaimo	W. Armstrong	54	2	12 do	870 00
Alexis Creek and Soda Creek	T. McAllister	90			
			wkly & ftly	12 do	1,100 00
Alkali Lake and Clinton	G. Hadley	95	1	12 do	1,000 00
Anthracite and Railway Station	J. Carroll	200 yds.	14	12 do	100 00
Armstrong and Railway Station	D. Rabbitt	50 yds.	12	3 do (to Sept. 30, '96)	15 00
do do	J. M. Wright	50 yds.	12	9 do from do	45 00
Arrowhead, Railway Station and Steamer	G. T. Newman	400 yds.	3	12 do	60 00
Arrowhead and Trout Lake	C. Manhnick	25	1	Part of season 1896	269 50
do do	H. Needham	25	1	do 1897	117 00
Ashcroft and Ashcroft Station	N. Cornwall	2	2	9 mos. (to Mar. 31, '97)	48 75
do do	do	2	2	3 do from do	13 00
Ashcroft Station, Clinton, Lillooet, etc.	B.C. Express Co. (Limited)	32, 255, 216, 63	3	10 do (from Sept. 1, '96)	20,000 00
Ashcroft Station and Lillooet	do	47	1	11 trips	165 00
Ashcroft Station and Railway Station	do	200 yds.	14	12 months	180 00
Balfour and Wharf	J. W. Gallup	100 yds.	as req.	12 do	24 00
Banff and Railway Station	F. Beattie	1	14	12 do	219 00
Beaver and Railway Station	W. G. Neilson	200 yds.	14	12 do	100 00
Beaver Point and Burgoyne Bay	D. Maxwell	10	1	12 do	130 00
Bella Coola and Wharf	H. B. Christenson	10	ftly & mthly	12 do	38 00
Big Bend and Revelstoke	G. Laforme	80	ftly	4 do (to Oct. 31, '96)	160 00
do do	J. Neilson	80	mthly	3 do (to Mar. 31, '97)	120 00
Burgoyne Bay and Fulford Harbour	D. Maxwell	3	1	12 do	50 00
Burgoyne Bay and Wharf	do	1/2	1	12 do	25 00
Burrard Inlet and Railway Station	G. Black	200 yds.	12	6 do (to Dec. 31, '96)	20 00
Burton and Steamer Landing	R. S. Burton	1/2	2	14 do (from May 1, '96)	42 00
Camp McKinney and Sidley	R. J. Sidley	10	1	12 do	100 00
Canmore and Railway Station	S. Laurendeau	1/2	14	12 do	120 00
Cedar and Nanaimo	G. Cassidy	10	1	12 do	84 00
Central Park and Railway Station	W. M. Smith	500 yds.	12	14 do (from May 1, '96, and arrears)	75 00
Chemainus and Kuper Island	G. Donckell	5	1	12 do	104 00
Chemainus and Railway Station	E. J. Palmer	1/2	12	12 do	120 00
Cherry Creek and Kamloops	G. E. Pendleton	16	1	12 do	130 00
Chilliwack and Railway Station	W. McDonald	6	7	12 do	430 56
Chilliwack and Rosedale	A. Hamilton	7	3	12 do	160 00
Chilliwack and Sardis	H. Webb	3	6	9 do (to Mar. 31, '97)	112 50
do do	J. E. Webb	3	6	3 do from do	30 50
Chilliwack and Sumas	G. W. Chadsey	6	6	12 do	211 00
Clayton and Railway Station	C. C. Cameron	1/2	4	12 do	119 90
Cloverdale and Clover Valley	D. Mackenzie	1 1/2	2	6 do (to Dec. 31, '96)	37 50
do do	do	1 1/2	2	6 do from do	24 87

Post Office Department.

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cloverdale and Elgin.....	S. J. Wade.....	7	2	3 mos. (to Sept. 30, '96)	36 75
do do.....	do do.....	7	2	9 do from do	77 79
Cloverdale and Railway Station.....	J. I. Breen.....	500 yds.	12	9 do (to Mar. 31, '97)	56 25
do do.....	J. H. Starr.....	500 yds.	12	3 do from do	12 50
Cobble Hill and Railway Station.....	J. T. Porter.....	40 yds.	6	12 do	40 00
Cochrane and Railway Station.....	J. Johnson.....	4	14	12 do	240 00
Cody and Sandon.....	A B Dockstader.....	2½	3	2 do (from May 1, '97)	12 50
Columbia Valley and Mail Steamer	D. Campbell.....	1	2	3 do (to Sept. 30, '96)	9 00
Comox and Courtenay.....	McQuillan & Gilmore.....	3	2	12 do	112 00
Comox and Grantham.....	G. C. Smith.....	7	1	12 do	100 00
Comox and Sandwick.....	E. Duncan.....	3½	1	12 do	14 00
Comox and Wharf.....	J. B. Holmes.....	4	2	12 do	50 00
Coquitlam and Railway Station.....	R. B. Kelly.....	50 yds.	14	12 do	40 00
Corfield and Railway Station.....	J. T. Corfield.....	1½	6	12 do	180 00
Coutlee and Mamette Lake.....	L. Quenville.....	18	ftly.	12 do	104 00
Cowichan and Railway Station.....	P. Erumento.....	2½	3	12 do	180 00
Cowichan Lake and Duncan's Station.....	Price & Jaynes.....	20	1	12 do	150 00
Cowichan Station and Railway Station.....	A. Cook.....	70	3 & 6	12 do	40 00
Craigellachie and Mail Catching Post.....	J. H. Wolsey.....	140 yds.	3	12 do	40 00
Creighton Valley and Lumley.....	W. H. Phillips.....	5	1	2 do (16 days from April 15, '97)...	10 59
Deer Park and Wharf.....	R. Lupton.....	¾	3	1 do (from June 1, '97)	3 00
Delta and Ladner.....	J. Weaver.....	7	2	4 do (from Mar. 1, '97)	33 33
Denman Island and Steamer Wharf	R. Swan.....	½	2	9 do (to Mar. 31, '97)...	60 00
do do.....	J. W. Kenan.....	½	2	3 do from do	20 00
Departure Bay and Nanaimo.....	J. Harper.....	4	6	12 do	180 00
Deroche and Mail Catching Post.....	E. DesRochers.....	50 yds.	5	12 do	40 00
Dewdney and Mail Catching Post.....	J. Barker.....	2	12	12 do	156 00
Dog Creek and Empire Valley.....	M. J. Boyle.....	18	wkly & ftly.	12 do	250 00
Dog Creek and Gang Ranch.....	T. M. Graves.....	12	2	12 do	250 00
Donald and Railway Station.....	R. W. Patmore.....	½	14	12 do	160 00
Douglas Lake and Quilchena.....	J. B. Greaves.....	22	1	12 do	150 00
Duck and Pringles.....	W. H. Jones.....	21	2	3 do (to Sept. 30, '96)	84 50
Duck and Pringles, Mail Catching Post, &c.....	W. Plumm.....	300 yds.	7	3 do do	25 00
Duncan's Station, Quamichan, Railway Station, &c.....	W. P. Jaynes.....	1½ m. & 20 yds.	6	12 do	180 00
East End Branch and Vancouver.....	H. J. Foote.....	1	6	2 do (from May 1, '97)	13 00
East Sooke and Main Post Road.....	J. H. Dales.....	10	2	12 do	160 00
East Wellington and Northfield.....	J. R. McManus.....	2	12	12 do	100 00
Enderby and Hullcar.....	D. Crane.....	8	2	12 do	120 00
Enderby and Railway Station.....	O. Harvey.....	200 yds.	12	12 do	100 00
Enderby and Spallumcheen.....	E. J. Offerhaus.....	6	2	12 do	136 00
Epworth and Mount Pleasant.....	J. Boyver.....	2½	3	12 do	40 00
Esquimalt and Victoria.....	W. J. King.....	4	24	12 do	240 00
Field and Railway Station.....	C. Wyckoff.....	200 yds.	14	12 do	100 00
Fire Valley, Mail Steamer and Nakusp.....	O. J. Vail.....	4 & 40	wkly & m'ly	9 do (to Mar. 31, '97)	80 00
do do.....	J. P. Jenson.....	4 & 40	do	3 do from do	26 00
Fort Cudahy and Juneau, Alaska.....	W. Moore.....	750	Special service		1,200 00
do do.....	H. Hyde.....	750	do		100 00
French Creek and Parksville.....	W. H. Lee.....	4	4	12 months	200 00
Fulford Harbour, Burgoyne Bay and Steamer Wharf.....	H. N. Rogers.....	3	2	12 do	50 00

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gabriola Island and Wharf.....	J. H. Degnen.....	4½	2	12 months.....	100 00
Galiano and Mail Steamer.....	H. Macklin.....	2	2	12 do.....	100 00
Garnham and Victoria.....	W. Garnham.....	5	6	9 do (to Mar. 31, '97).....	187 50
do do.....	W. Ferguson.....	5	6	3 do from do.....	37 50
Glenemma and Hullcar.....	K. Sweet.....	12	1	12 do.....	90 00
Glenwood and Langley Prairie.....	J. P. Smith.....	4	1	9 do (to Mar. 31, '97).....	60 00
do do.....	do.....	4	1	3 do from do.....	16 25
Golden and Railway Station.....	C. A. Warren.....	400 yds.	14	12 do.....	200 00
Golden and St. Eugene Mission.....	F. P. Armstrong.....	176	wkly		
do do.....	A. Doyle.....	176	& ftly	12 do.....	3,000 00
			ftly.	1 do and 23 days (from March 9, '97).....	160 00
Goldstream and Railway Station.....	J. Phair.....	½	6	12 do.....	80 00
Gordon Ranch and Main Post Road.....	J. J. Gordon.....	3½	wkly		
			& ftly.	11 do (to May 31, '97).....	25 19
Grand Forks and Marcus.....	Manly & Averill.....	45	2	5 do (to Nov. 30, '96).....	440 00
do do.....	G. W. Williams.....	45	6	7 do from do.....	600 00
Grand Forks and Penticton.....	W. J. Spodgrass.....	107	3	12 do.....	2,772 00
Grande Prairie and Monte Creek.....	W. H. Jones.....	21	2	6 do (to Mar. 31, '97).....	169 00
do do.....	A. W. Duck.....	21	2	3 do from do.....	48 25
Hagan and Victoria.....	H. Simpson.....	13	2	3 do (to Sept. 30, '96).....	60 00
do do.....	W. Handy.....	13	2	9 do from do.....	148 50
Hall's Prairie and Railway Station.....	D. W. Brown.....	1¼	4	12 do.....	120 00
Happy Valley and Main Post Road.....	W. Poole.....	2	2	11 do (from Aug. 1, '96).....	45 83
Harrison, Hot Springs and Railway Station.....	J. R. Brown.....	5	semi-daily & daily.		
				12 do.....	200 00
Harrison River and Railway Station.....	C. W. Menton.....	½	4	12 do.....	60 00
Hastings and Railway Station.....	G. Black.....	200 yds.	12	6 do (from Jan. 1, '97).....	20 00
Hatzic and McConnell Creek.....	M. O. Glasse.....	10	2	12 do.....	120 00
Hatzic and Mail Catching Post.....	O. S. V. Ross.....	60 yds.	14	12 do.....	60 00
Hazelmere and Railway Station.....	H. T. Thrift.....	1	4	11 do (to May 31, '97).....	45 83
do do.....	do.....	1	4	1 do from do.....	5 00
Hope and Railway Station.....	T. Alvarez.....	2	6	12 do.....	156 50
Hornby Island and Mail Steamer.....	W. Ford.....	300 yds. & 2 m.	2	12 do.....	26 00
Horse Fly and 108 Mile House.....	S. H. Tingley.....	40	1	12 do.....	545 00
Huntingdon and Railway Station.....	T. R. Truswell.....	200 yds.	12	12 do.....	75 00
Huntingdon and Upper Sumas.....	A. Boley.....	5	3	12 do.....	120 00
Illecillewaet and Railway Station.....	R. J. Scott.....	½	14	9 do (to Mar. 31, '97).....	37 50
do do.....	A. L. Stewart.....	½	14	3 do from do.....	12 50
Kamloops and Louis Creek.....	J. F. Smith.....	40	ftly & mthly		
				12 do.....	150 00
Kamloops and Railway Station.....	N. McPhee.....	1	14	12 do.....	170 00
Kamloops and Spence's Bridge.....	J. Clark.....	108	1	9 do (to Mar. 31, '97).....	1,458 00
do do.....	G. B. Armstrong.....	108	1	3 do from do.....	275 00
Kananaskis and Mail Catching Post.....	J. Walker.....	100 yds.	12	12 do.....	45 00
Kaslo and New Denver.....	J. Scott.....	30	2	1 do (to July 31, '96).....	80 00
Kaslo and Steamer Landing.....	S. H. Green.....	½	6	12 do.....	331 75
Keefers and Railway Station.....	J. Hannah.....	150 yds.	14	12 do.....	40 00
Keithley Creek and 150 Mile House.....	B. C. Express Co.....	80	wkly & ftly.		
				12 do.....	800 00
Kelowna and Vernon.....	G. R. Thomson.....	40	3	12 do.....	750 00
Kelowna and Wharf.....	E. R. Bailey.....	100 yds.	6	12 do.....	60 00
Keremeos and Penticton.....	P. Marsel.....	24	1	12 do.....	250 00
Koksilah and Railway Station.....	R. McLay.....	½	6	12 do.....	40 00
Knalt and Mail Catching Post.....	J. Genette.....	50 yds.	7	12 do.....	20 00

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DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Langley and Langley Prairie.....	F. White.....	6	3	12 months.....	156 00
Langley and Railway Station.....	J. Taylor.....	3	6	12 do.....	391 25
Lillooet and Pemberton Meadows..	R. Terry.....	60	ftly. & mthly	12 do.....	345 00
Lower Nicola and Princeton.....	W. Smith.....	75	1	12 do.....	720 00
Lumby and Vernon.....	L. Simmons.....	16	2	1 do (to July 31, '96).	19 86
do do.....	E. L. Morand.....	16	3	9 do 16 dys. from do	196 32
Lytton and Railway Station.....	A. Stevenson.....	4	14	9 do (to Mar. 31, '97).	131 25
do do.....	J. H. Anthony.....	4	14	3 do from do	43 75
Mara and Railway station.....	M. E. Rosoman.....	2	4	12 do.....	50 00
Millstream and Railway Station..	J. Wriglesworth.....	2	d'ly & s.w'ky	12 do.....	106 00
Millward and Morley.....	J. McDougall.....	3	2	12 do.....	100 00
Mission City and Mount Lehman..	G. A. Lee.....	4	3	12 do.....	115 00
Mission City and Railway Station..	M. DesBrisay.....	1	12	9 do (to Mar. 31, '97).	136 00
do do.....	A. York.....	1	12	3 do from do	42 50
Mitford and Mail Catching Post..	Lady A. Cochran.....	200 yds.	14	12 do.....	300 00
Monte Creek and Railway Station..	W. Plum.....	300 yds.	7	9 do (from Oct. 1, '96)	75 00
Morley and Railway Station.....	W. Graham.....	100 yds.	12	12 do.....	40 00
Mount Pleasant Street Letter Boxes and Vancouver.....	T. F. Neilands.....	9	7	9 do (to Mar. 31, '97).	501 75
do do.....	H. J. Foote.....	9	7	3 do from do	75 00
Mount Tolmie and Victoria (via Oaklands).....	W. B. C. Newburn.....	3 1/2	6	12 do.....	150 00
Nakusp and Railway Station.....	F. W. Jordan.....	200 yds.	as req.	12 do.....	152 00
Nakusp and Steamer Wharf.....	do.....	600 yds.	as req.	12 do.....	153 00
Nanaimo and Comox Steamer Wharf.....	W. H. Ganner.....	100 yds.	4	3 do (to Sept. 30, '96).	23 85
do do.....	Thompson & Scoville.....	1/4	12	9 do from do	31 20
Nanaimo and Railway Station.....	do.....	1/4	12	9 do (to Mar. 31, '97).	222 00
do do.....	do.....	1/4	12	3 do from do	54 50
Nanaimo and Street Letter Boxes..	do.....	3 1/2	7	9 do (to Mar. 31, '97).	200 25
do do.....	do.....	3 1/2	7	3 do from do	45 50
Nanaimo and Vancouver Steamer Wharf.....	do.....	300 yds.	7	12 do.....	180 00
Nanoose Bay and Main Post Road..	W. Roberts.....	2	2	12 do.....	75 00
Nelson and Railway Station (C.P.R.)	Wilson & Harshaw.....	1/2	as req.	12 do.....	138 50
Nelson and Railway Station (N. and F. S.).....	do.....	1	6	12 do.....	483 00
Nelson Railway Station and Steamer Wharf.....	W. Hodson.....	1/2	as req.	9 do (to Mar. 31, '97).	84 50
Nelson and Wharf.....	Wilson & Harshaw.....	1/2	6 & 24	12 do.....	307 00
New Denver and Railway Station..	G. L. Estabrook.....	4	as req.	9 do (to Mar. 31, '97).	433 00
do do.....	J. Delaney.....	4	as req.	3 do from do	70 25
New Denver and Silverton.....	W. C. McKinnon.....	4	4	12 do.....	150 00
do do.....	do.....	4	4	2 do 15 days (from Mar. 17, '97)..	89 42
New Westminster and Railway Station (C.P.R.).....	W. G. Cross.....	1/2	as req.	12 do.....	158 56
New Westminster and Railway Station (N.W. & S.).....	H. Williams.....	1	14	12 do.....	200 00
New Westminster and Street Letter Boxes.....	W. G. Cross.....	5 1/2	6	9 do (to Mar. 31, '97).	289 29
do do.....	A. Rae.....	5 1/2	6	3 do from do	37 50
New Westminster and Vancouver..	Consolidated Railway Co.....	12	12	12 do.....	480 00

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Nicola Lake and Main Post Road..	A. R. Carrington	9	2	12 months	150 00
Nicomel and Railway Station	R. Ludlow	30 yds.	6	12 do	60 00
Nicomel and Railway Station	W. Brown	3½	3	12 do	100 00
North Bend and Railway Station..	J. Webb	100 yds.	14	9 do (to Mar. 31, '97).	30 00
do do	W. Arnott	100 yds.	14	3 do from do	10 00
Northfield and Railway Station....	J. R. McManus.	1	12	12 do	190 00
Northport and Steamer Wharf.....	Columbia & Kootenay Nav. Co., Ltd.	½	12	8 do 27 dys. (to Jan. 31, '97)	76 00
do do	C. P. R. Co.	½	12	5 do (from Feb. 1, '97)	44 00
North Saanich and Sydney Railway Station	T. J. Forfar	3	6	3 do (to Sept. 30, '96).	37 50
do do	S. Roberts, jun.	3	6	9 do from do	56 25
North Salt Springs, Steamer Wharf and Vesuvius Bay.....	F. Lakin	300 yds. & 6 m.	2	9 do (to Mar. 31, '97).	72 65
do do	W. Robertson	300 yds. & 6 m.	2	3 do from do	18 75
Notch Hill and Railway Station...	C. Castle.....	100 yds.	6	12 do	50 00
O'Kanagon and Vernon	C. O'Keefe	8	2	12 do	100 00
Otter Point and Shirley	H. McLeod	6	1	12 do	65 00
Otter Point and Victoria	A. Henderson	30	1	12 do	275 00
Palliser and Railway Station	F. M. Medhurst	50 yds.	14	12 do	36 00
Pender Island and Mail Steamer..	A. Davidson	¼	2	12 do	50 00
Penticton and Oroville (U.S.).....	A. J. Sproles	46 s 73 w	3 & 1	12 do	1,240 00
Penticton and Steamer Wharf.....	A. H. Wade	200 yds.	6	12 do	120 00
Pilot Bay and Wharf.....	J. D. Marsden	½	15	9 do (to Mar. 31, '97).	67 50
do do	R. D. Trevor	½	15	3 do from do	22 50
Plumper Pass and Mail Steamer..	W. T. Colinson.	400 yds.	6	12 do	200 00
Port Hammond and Railway Station	A. L. Lazenby	100 yds.	14	12 do	73 00
Port Haney and Railway Station..	D. Docksteader	50 yds.	14	10 do (to April 30, '97)	50 00
do do	T. Armstrong	150 yds.	14	2 do from do	10 00
Port Haney and Webster's Corners.	J. M. Webster	4½	2	12 do	75 00
Port Kells and Railway Station....	J. Latta	1	6	6 do (to Dec. 31, '96).	40 00
do do	do	1	6	6 do from do	35 00
Port Moody and Mail Catching Post	J. Tays	½	12	12 do	60 00
Port Renfrew and Mail Steamer ..	W. D. McDonald	1	as req.	12 do	35 00
Revelstoke and Railway Station ...	S. Ballegaard	1	14	12 do	273 37
Revelstoke and Steamer Landing..	do	1	as req.	12 do	115 49
Revelstoke Station and Railway Station	A. J. Bourne	40 yds.	14	12 do	40 00
Robson, Railway Station and Wharf do do	L. Levesque	100 yds.	as req.	9 do (to Mar. 31, '97).	27 00
do do	F. R. C. Beer	100 yds.	as req.	3 do from do	15 00
Rocky Point and Victoria.....	T. Parker	25	2	12 do	330 00
Rogers Pass and Railway Station..	W. Cator	150 yds.	6	12 do	55 00
Roseberry and Railway Station....	J. T. Nault	50 yds.	4	12 do	40 00
Rosland and Custom House.....	W. Dodds	¼	6	9 do (from Oct. 1, '97).	75 00
Rosland and Northport.....	D. McKellar	14	6	2 do 4 dys. (to Sept., 4, '96).....	114 00
Rosland and Trail Creek.....	Columbia and Western Ry. Company.	12	12	12 do	626 00
Rosland and Railway Station (C. & W.)	J. W. Hartline..	¼	12	7 do (from Dec. 1, '96)	140 00
Rosland and Red Mountain Railway Station	D. McKellar	½	6	6 do 12 dys. (from Dec. 19, '96).....	327 00

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DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Elmo and Mail Catching Post.	C. F. Pound	1	2	12 months	52 00
Salmo and Railway Station	R. Ince	500 yds.	12	2 do (from May 1, '97)	8 33
Salmon Arm and Railway Station	E. McGuire	300 yds.	12	12 do	80 00
Salt Spring Island and Wharf	F. J. Broadwell	3	2	6 do (to Dec. 31, '96)	75 00
do do	F. J. Bitancourt	3	2	6 do from do	52 50
Sandon and Railway Station	E. R. Atherton	400 yds.	4	12 do	219 12
Sapperton and Railway Station	T. Johnson	200 yds.	12	12 do	40 00
Savona's Ferry and Railway Station	J. C. Cruise	30 yds.	14	12 do	90 00
Sechelt and Mail Steamer	H. Whitaker	1	2	12 do	10 00
Shawinigan Lake and Railway Station	G. Hoeing	50 yds.	6	12 do	30 00
Shopland and Somenos	J. Kier	4½	3	12 do	135 00
Shuswap and Railway Station	L. Hoffman	200 yds.	6	12 do	60 00
Sicamous and Railway Station	F. J. Cummiskey	400 yds.	12	12 do	240 00
Sidney and Railway Station	L. Dickinson	300 yds.	6	12 do	36 00
Silverdale and Mail Catching Post.	R. Law	100 yds.	5 & 6	6 do (to Dec. 31, '96)	28 33
do do	H. Chambers	100 yds.	5 & 6	6 do from do	29 00
Somenos and Railway Station	J. Kier	1½	6	12 do	180 00
South Vancouver and Vancouver	W. Daniels	5	3	12 do	125 00
Spence's Bridge and Railway Station	J. Murray	1	14	7 do (to Jan. 31, '97)	58 33
do do	A. Clemes	50 yds.	14	5 do from do	25 00
Spuzzum and Railway Station	A. H. Coppen	100 yds.	14	2 do (from May 1, '97)	4 16
Squamish and Mail Steamer	D. Mooney	2	1	12 do (broken period)	36 66
Steveston and Vancouver	W. F. Steves	14 & 17	6	12 do	469 00
/					
Tappen Siding and Mail Catching Post	W. T. Smith	100 yds.	7	12 do	40 00
Three Forks and Railway Station	T. H. Wilson	1	as req.	12 do	270 50
Tinehead and Port Kells	R. S. Inglis	4	2	12 do	75 00
Trial Creek and Wharf	E. S. Topping	200 yds.	as req.	12 do	60 00
Turgoose and Railway Station	T. Turgoose	200 yds.	as req.	12 do	24 00
Union and Railway Station	J. McLeod	1	4	12 do	100 00
Union and Wharf	J. Dunsmore	12	4	12 do	240 00
Union Bay, Wharf and Railway Station	G. Howe	1	2	12 do	40 00
Vananda and Wharf	A. Forbes	1	1	1 do (from June 1, '97)	3 33
Vancouver Letter Carriers Service	Consolidated Ry Co		as req.	12 do	150 00
Vancouver and Nanaimo Steamer Wharf	Vancouver Transfer Co	1	6	12 do	120 00
Vancouver and Railway Station	Atkins & Johnson	1	14	12 do and extra trips	438 73
Vancouver Railway Station and Steamers	R. Robinson	200 yds.	as req.	12 do	95 00
Vancouver Railway Station and Wharf	Vancouver Transfer Co			12 do	102 50
Vancouver and Squamish Steamer Wharf	D. Mooney	1	2	11 do (broken period)	23 82
Vancouver and Union S.S. Co.'s Wharf	Union S.S. Co.	1	2	12 do	39 00
Vancouver and Victoria Steamer Wharf	Atkins & Johnson	1	12	12 do	120 00
Vernon and Railway Station	L. McDougall	1	12 & 3	3 do (to Sept. 30, '96)	47 40
do do	R. W. Neil	1	6	3 do (to Dec. 31, '96)	53 00
do do	R. Wilson	1	12	6 do from do	60 00
Victoria and Custom House	Victoria Transfer Co	1	6	12 do	120 00

DETAIL of all payments for Mail Transportation in British Columbia Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Victoria Letter Carriers' Service...	Consolidated Ry Co		as req.	12 months	200 00
Victoria and Nanaimo Wharf	Victoria Transfer Co.	$\frac{1}{2}$	2	12 do	104 00
Victoria and China and Japan Steamers.....	Victoria Transfer Co.			12 do	78 00
Victoria and Ry. Station (E. & N.).	A. Henderson	$\frac{1}{2}$	12	9 do (to Mar. 31, '97) ..	176 25
do do	J. Porter	1	12	3 do from do ..	35 10
Victoria and Ry. Station (V. S.)...	Victoria Transfer Co. Ltd.	1	12	12 do	180 00
Victoria and Street Letter Boxes ..	W. G. Bowman	$9\frac{1}{2}$	14	6 do (to Dec. 31, '96) ..	250 00
do do	H. Colwell	$9\frac{1}{4}$	14	6 do from do ..	162 00
Victoria and Wharf.....	Victoria Transfer Co.	$\frac{1}{2}$	12	12 do	360 00
do	A. Henderson ..	1	4	12 do	49 00
Waneta and Railway Station	F. Adie	500 yds.	12	12 do	156 50
Waneta and Wharf	do	400 yds.	4	12 do	60 00
Waterloo and Mail Steamer.	J. R. Huneux	100 yds.	6	2 do (from May 1, '97) ..	6 00
Wellington and Railway Station...	T. Bryant	$\frac{1}{8}$	12	12 do	72 00
Westholme and Railway Station...	E. Barkley.....	1	3	12 do	60 00
Whonnock and Railway Station...	L. C. York.....	$\frac{1}{4}$	7	12 do	60 00
Yale and Railway Station.....	D. J. Creighton.	100 yds.	12	12 do	60 00
Young and Railway Station.	H. R. Young ...	$1\frac{1}{2}$	2	12 do	55 00
				Total	\$67,215

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

Post Office Department.

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Actinolite and Tweed.....	G. Way.....	5	12	12 months.....	285 00
Addison and Bell's Station.....	H. S. Moffatt.....	8½	6	11 do (to May 31, '97).....	330 00
do do.....	J. K. McVagh.....	8½	6	1 do from do.....	16 16
Adolphustown and Bath.....	F. Fournia.....	14	6	12 do.....	325 00
Adolphustown and Napanee.....	J. Lowry.....	27½	6	12 do.....	475 00
Albert and Marysville.....	P. Sullivan.....	11	6	6 do (to Dec. 31, '96).....	150 00
do do.....	O. Crouse.....	11	6	6 do from do.....	97 50
Albury and Rednersville.....	D. F. Rose.....	4	3	12 do.....	75 00
Allisonville and Consecon.....	J. N. Isteed.....	8	3	12 do.....	125 00
Allsaw and Minden.....	G. Hope.....	12	2	12 do.....	120 00
Ameliasburg and Belleville.....	G. W. Tice.....	10	6	12 do.....	400 00
Anson and Railway Station (C.O.).....	A. McMullen.....	200 yds.	6	12 do.....	45 00
Apsley and Coe Hill Mines.....	A. Smith.....	21½	2	9 do (to Mar. 31, '97).....	142 26
do do.....	J. Blackburn.....	21½	2	3 do from do.....	43 75
Apsley and Peterboro'.....	P. Kennedy.....	40	3	12 do.....	600 00
Apsley and Wilberforce.....	T. G. Eastland.....	27½	1	9 do (to Mar. 31, '97).....	171 87
do do.....	P. J. Elmhist.....	27½	1	3 do from do.....	45 00
Arden and Dead Creek.....	J. Arney.....	7	1	12 do.....	40 00
Arden and Elm Tree.....	W. McGregor.....	7	1	12 do.....	33 80
Arden and Railway Station.....	W. N. Sommers.....	1	6	12 do.....	35 00
Arden and Tamworth.....	J. W. Babcock.....	20½	3	12 do.....	125 00
Athens and Brockville.....	A. W. Johnston.....	14	6	12 do.....	349 00
Athens and Oak Leaf.....	C. J. Slack.....	12	3 & 6	12 do.....	197 00
Athens and Plum Hollow.....	P. Y. Hollingsworth.....	6	3	12 do.....	108 00
Athens and Railway Station.....	J. H. Ackland.....	½	12	12 do.....	49 00
Atkinson and Washburn.....	J. Atkinson.....	3½	2	12 do.....	60 00
Ballantyne's Station and Railway Station.....	J. Hysop.....	½	2	12 do.....	26 25
Bancroft and Bronson.....	G. Payne.....	4	2	12 do.....	60 00
Bancroft and Leafield.....	W. H. Sweet.....	22	1	12 do.....	96 00
Bancroft and Monks Road.....	J. Young.....	7½	1	12 do.....	20 00
Bancroft and Wood.....	A. W. Gould.....	11	1	12 do.....	36 00
Bannockburn and Railway Station.....	S. McEwan.....	½	12	12 do.....	60 00
Bath and Ernestown Railway Station.....	C. Mills.....	3½	12	12 do.....	140 00
Bath and Stella.....	J. Baker.....	6½	6	12 do.....	346 08
Battersea and Kingston.....	W. J. Arthur.....	16	6	9 do (to Mar. 31, '97).....	209 61
do do.....	do.....	16	6	3 do from do.....	49 37
Bayside and Belleville.....	A. Aselstine.....	6	6	9 do (to Mar. 31, '97).....	37 50
do do.....	do.....	6	6	3 do from do.....	20 00
Bedford Mills and Newboro'.....	J. Moulton.....	6	3	12 do.....	75 00
Belleville and Albert College.....	W. P. Dyer.....	1½	6	12 do.....	25 00
Belleville and Belleville Station.....	H. W. Cronk.....	1½	12	9 do (to Mar. 31, '97).....	56 25
Belleville and Frankford.....	F. Spencer.....	14	3	12 do.....	135 00
Belleville and Railway Station.....	H. W. Cronk.....	1½	as req.	9 do (to Mar. 31, '97).....	293 75
do do.....	do.....	1½	do	3 do from do.....	58 50
Belleville and Sidney Crossing.....	W. R. Vaudevooort.....	6½	3	12 do.....	105 00
Belleville and Street Letter Boxes.....	W. H. Cronk.....	5	12	7 do (to Jan. 31, '97).....	145 83
do do.....	do.....	5	12	5 do from do.....	52 08
Belleville and Tweed.....	J. Jackson.....	25	6	9 do (to Mar. 31, '97).....	500 01
do do.....	do.....	25	6	3 do from do.....	142 50
Belleville Junction—Transfer of mails.....	D. Gunn.....	.....	6	9 do (from Oct. 1, '96).....	58 50
Bellrock and Verona.....	F. Clark.....	4	6	12 do.....	120 00

DETAILS of all payments for Mail Transportation in Kingston Postal Division.
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Bensfort and South Monaghan.....	J. Fletcher.....	5	3	12 months.....	65 00
Bethel and The Corners.....	R. H. Robinson.....	4	6	12 do.....	40 00
Bewdley and Millbrook.....	H. Atkins.....	11	6	9 do (to Mar. 31, '97).....	262 50
do do.....	I. Harper.....	11	6	3 do from do.....	60 00
Big Island and Demorestville.....	G. P. Coll.....	5	2	12 do.....	60 00
Birdsalls and Railway Station.....	J. Lancaster.....	1	6	12 do.....	40 00
Bird's Creek and New Carlow.....	N. T. Armstrong.....	15	2	12 do.....	160 00
Black River Bridge and Picton.....	G. McQueen.....	7½	3	3 do (to Sept. 30, '96).....	22 25
do do.....	S. Pierson.....	7½	3	9 do from do.....	66 75
Blairhampton and Minden.....	W. Blair.....	10	1	12 do.....	60 00
Blairton and Havelock.....	M. J. Peters.....	8	3	3 do (to Sept. 30, '96).....	35 42
do do.....	M. J. Woods.....	8	3	9 do from do.....	106 26
Blairton and Wariston.....	J. A. Allen.....	9	3	12 do.....	187 48
Bloomfield and Railway Station.....	W. McQuaig.....	4	12	9 do (to Mar. 31, '97).....	26 25
do do.....	J. Clinton.....	4	12	9 do do.....	47 00
do do.....	E. Parker.....	4	24	3 do from do.....	20 28
Bobcaygeon and Peterboro'.....	J. O. Gorman.....	22	6	12 do.....	537 00
Bobcaygeon and Silver Lake.....	A. Coulter.....	9	2	12 do.....	100 00
Boskung and Minden.....	J. Beatty.....	14	2	12 do.....	140 00
Roulter and Combermere.....	P. A. Bellisle.....	18	3	12 do.....	245 00
Boulter and L'Amable.....	J. Stewart.....	20	3 & 6	9 do (to Mar. 31, '97).....	412 50
do do.....	J. McKay, Sr.....	20	3 & 6	3 do from do.....	109 75
Brighton and Campbellford.....	J. Weese.....	20	6	12 do.....	474 00
Brighton and Lovett.....	P. B. Clark.....	5½	6	12 do.....	188 00
Brockville and Railway Station.....	P. G. Cavanagh.....	1	12	12 do.....	86 00
Buck Lake and Perth Road.....	J. Thomas.....	4	2	12 do.....	40 00
Buckley and Godfrey.....	T. Buckley.....	7	2	12 do.....	60 00
Burnbrae and Railway Station.....	W. Wallace.....	5	6	12 do.....	139 00
Burnbrae and Sargison.....	J. Finch.....	5	3	12 do.....	75 00
Burnley and Castleton.....	E. Richardson.....	8	3	9 do (to Mar. 31, '97).....	74 25
do do.....	G. W. French.....	8	3	3 do from do.....	18 50
Burridge and Fermoy.....	C. Slavin.....	3	2	7 do (from Dec. 1, '96).....	17 50
Caintown and Mallorytown.....	S. L. Hogeboom.....	6-17½	6	12 do.....	290 00
Campbellford and Godolphin.....	D. Fairman.....	5	2	12 do.....	65 00
Campbellford and Havelock.....	J. Clark.....	11	6	12 do.....	295 00
Campbellford and Railway Station.....	J. W. Kent.....	½	12	12 do.....	75 12
Centreton and Grafton.....	S. Howard.....	13½	3	12 do.....	125 00
Centreville and Tamworth.....	S. Fleming.....	8	6	6 do (to Dec. 31, '96).....	103 50
Chaffey Locks and Elgin.....	M. Doyle.....	6	2	9 do (to Mar. 31, '97).....	75 00
do do.....	do.....	6	2	3 do from do.....	17 00
Chantry and Delta Railway Station.....	J. H. Elliott.....	9½	6	9 do (to Mar. 31, '97).....	184 50
do do.....	A. L. Elliott.....	9½	6	3 do from do.....	61 50
Chapman and Lost Channel.....	A. Fluke.....	3	2	9 do (to Mar. 31, '97).....	37 50
do do.....	B. Clark.....	3	2	3 do from do.....	11 25
Chatterton and Foxboro.....	S. P. Morden.....	3½	3	12 do.....	78 00
Cheddar and Wilberforce.....	A. Southworth.....	8	1	12 do.....	52 00
Cherry Valley and Point Petre.....	J. R. Gibson.....	6	1	3 do (to Sept. 30, '96).....	9 00
do do.....	A. Scott.....	6	1	9 do from do.....	28 86
Cherry Valley and Salmon Point.....	J. M. Bentley.....	6	2	12 do.....	49 48
Clarendon Station and Plevna.....	G. Wilson.....	22	3	12 do.....	345 00
Clareview and Erinsville.....	R. T. McDonnell.....	4	2	12 do.....	59 00
Cloyne and Denbigh.....	J. Quackenbush.....	28	2	9 do (to Mar. 31, '97).....	307 50
do do.....	F. Loyst.....	28	2	3 do from do.....	68 75
Cloyne and Harlowe.....	J. A. Black.....	11	2	9 do (to Mar. 31, '97).....	78 00
do do.....	W. J. Thompson.....	11	2	3 do from do.....	16 00
Cloyne and Railway Station.....	G. Deline.....	13½	6	9 do (to Mar. 31, '97).....	352 50
do do.....	A. McNicholl.....	13½	6	3 do from do.....	75 00
Cobourg and Harwood.....	A. Barr.....	16	6	12 do.....	375 00
Cobourg and Railway Station.....	P. Buck.....	½	6	9 do (to Mar. 31, '97).....	35 10
do do.....	J. R. O'Neill.....	½	6	3 do from do.....	8 75
Cobourg and Roseneath.....	T. Ingham.....	20	6	12 do.....	399 00
Cobourg and Steamboat Wharf.....	J. R. O'Neill.....	½	6	Part of season, 1896.....	24 00
do do.....	J. Fox.....	½	6	do 1897.....	9 67

Post Office Department.

**DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cobourg and Street Letter Boxes.	W. Sykes.	3	12	9 months (to Mar. 31, '97)	150 00
do do	J. Fox.	3	12	3 do from do	14 75
Coe Hill Mines and Faraday.	R. Hewton.	8	2	12 do	90 00
Coe Hill Mines and Railway Station	R. H. Waddington		12	12 do	40 00
Coe Hill Mines and the Ridge.	J. Wagar.	28½	2	12 do	150 00
Colborne and Dundonald.	W. W. Dickinson	8	6	8 do (to Feb. 28, '97).	98 00
do do	do	9½	6	4 do from do	58 18
Colborne and Lakeport	T. Howard.	2½	12	9 do (to Mar. 31, '97).	135 00
do do	E. Redfean.	2½	12	3 do from do	37 50
Colborne and Warkworth.	J. Prater.	16	6	9 do (to Mar. 31, '97).	300 00
do do	F. K. Church.	16	6	3 do from do	61 25
Collins' Bay and Railway Station.	J. J. Losee.	22	12	12 do	50 00
Combermere and Maynooth.	J. Poff.	22	1	12 do	167 20
Consecon and Railway Station.	Mrs. H. A. German.		24	9 do (to Mar. 31, '97).	99 90
do do	F. A. Cory.		24	3 do from do	31 20
Cooper and Madoc.	W. West.	11	3	12 do	155 00
Cooper and the Flats.	A. Lemon.	5	2	6 do (to Dec. 31, '96).	27 50
do do	J. Canniff.	5	2	6 do from do	20 00
Corbyville and Gilead.	W. H. Sheffield.	4	2	12 do	50 00
Cottesloe and Norwood.	M. Paget.	8½	2	12 do	90 00
Cranworth and Portland.	J. Wilson.	5½	1	12 do	35 00
Cressy and Picton.	C. Storms.	19	3	12 do	197 00
Crofton and Rossmore.	G. W. Weese.	9	6	12 do	268 00
Crow Lake and Railway Station.	C. Knapp.	9	2	12 do	72 00
D'Arcy and Howe Island.	C. Rochefort.	6	2	12 do	60 00
Deloro and Railway Station.	H. N. Darling.	1½	6	12 do	72 00
Delta and Railway Station.	P. A. Jackson.	½	6	12 do	50 00
Demorestville and Fish Lake	G. W. Baker.	4	2	12 do	60 00
Denbigh and Griffith.	P. S. Rose.	14	2	9 do (to Mar. 31, '97).	85 50
do	W. Kerr.	14	2	3 do from do	26 00
Denbigh and Plevna.	J. H. Youmans.	23	2	12 do	220 00
Deseronto and Street Letter Boxes.	The Rathbun Co.	2	12	12 do	166 00
Desert Lake and Hartington.	W. Snook.	9	2	12 do	104 00
Donaldson's Mills and Railway Stn	S. Donaldson.	500 yds.	3	12 do	14 00
Dufferin and Kingston Mills.	do	3½	3	12 do	70 00
Eldorado and Empey.	J. A. Empey.	3	2	12 do	80 00
Elgin and Railway Station.	P. J. Fahey.	3½	6	12 do	105 00
Enterprise and Trafford.	C. Whalen.	11	1	12 do	47 45
Enterprise and Wilkinson.	P. Finn.	8½	2	12 do	89 00
Erinsville and Napanee.	J. W. Grange.	21	6	9 do (to Mar. 31, '97).	356 25
do do	Mrs. E. W. Hodgins.	21	6	3 do from do	85 00
Essonville and Tory Hill.	H. Maguire.	4	2	12 do	55 00
Ewan and Furnace Falls.	G. J. McKee.	14	3	9 do (to Mar. 31, '97).	101 25
do do	A. McMahon.	14	3	3 do from do	25 00
Fermoy and Westport.	J. J. Mulville.	8	3	10 do (to Apr. 30, '97).	104 16
Flinton and Madoc.	F. Rollins.	19	6	9 do (to Mar. 31, '97).	356 25
do do	W. Grant.	19	6	3 do from do	105 00
Fowler's Corners and Best's Railway Station.	M. Ruth.	1½	6	12 do	70 00
Foxboro' and Railway Station.	W. L. Westover.	½	12	12 do	156 50
Frankford and Railway Station.	J. Chapman.	½	12	12 do	78 00
Frankford and Stockdale.	J. Chapman.	2	3	12 do	45 00
Frankville and Railway Station.	W. Dourley.	11	6	12 do	363 80
Fuller and Thomasburg.	M. Milts.	4½	2	12 do	50 00

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gananoque and Seely's Bay.....	W. Kenny.....	14 $\frac{1}{2}$	2	12 months.....	152 76
Gananoque and South Lake.....	J. Birmingham..	7	4	12 do.....	195 00
Gananoque and Street Letter Boxes	E. Keating.....	2 $\frac{1}{2}$	13	9 do (to Mar. 31, '97).	213 03
do do.....	W. Gray.....	2 $\frac{1}{2}$	13	3 do from do.....	37 50
Gananoque and Wilstead.....	R. Murchie.....	4	3	12 do.....	85 00
Gananoque and Grand Trunk Junc- tion.....	R. C. Carter.....	3 $\frac{1}{2}$	26	9 do 8 days (to April 8, '97).....	19 30
Gilbert's Mills and Picton.....	J. D. Gilbert.....	12	3	12 do.....	130 00
Gilmour and Railway Station.....	J. Caverly.....	100 yds.	12	12 do.....	20 00
Glannire and Millbridge.....	E. Tapp.....	7	1	12 do.....	34 00
Glastonbury and Northbrook.....	W. Both.....	4 $\frac{1}{2}$	2	12 do.....	39 00
Glenburnie and The Corners.....	S. Shurtleff.....	$\frac{1}{2}$	12	12 do.....	90 00
Glenfield and Vennachar.....	W. Livingston.....	4	1	12 do.....	40 00
Glen Millar and Trenton.....	W. Nelson.....	3 $\frac{1}{2}$	6	12 do.....	125 00
Glenora and Picton.....	J. C. Wilson.....	6	6	9 do (to Mar. 31, '97).	168 75
do do.....	P. McCormick, sr	6	6	3 do from do.....	37 50
Glen Ross and Railway Station.....	G. T. Iveson.....	20 yds.	6	12 do.....	30 00
Glenvale and Sharpton.....	G. D. Ham.....	4	2	12 do.....	60 00
Godfrey and Sangster.....	R. A. Papplewell	6	2	10 do (to Apr. 30, '97).	41 66
Gooderham and Railway Station.....	J. W. Gould.....	$\frac{1}{2}$	12	12 do.....	62 60
Gooderham and Ursa.....	S. Kettle.....	6	1	12 do.....	30 00
Gospport and Napance.....	J. Harcus.....	20 $\frac{1}{2}$	2	9 do (to Mar. 31, '97).	113 19
do do.....	T. J. Gould.....	20 $\frac{1}{2}$	2	3 do from do.....	29 75
Grafton and Railway Station.....	J. Cochrane.....	1	7	12 do.....	100 00
Green Point and Picton.....	C. Reynolds.....	12	2	Pt of season 1896 and 1897	72 00
Gunter and Railway Station.....	J. H. Gunter.....	6	2	12 months.....	80 00
Haliburton and Railway Station.....	J. Paull.....	$\frac{1}{2}$	6	12 do.....	40 00
Haliburton and Wicksteed.....	D. H. Anderson..	10	1	12 do.....	55 00
Halloway and Railway Station.....	T. W. Carter.....	200 yds.	12	12 do.....	93 88
Hall's Glen and Warsaw.....	D. Madill.....	6	2	12 do.....	65 00
Harrowsmith and Sydenham.....	J. K. Godfrey.....	4	6	12 do.....	48 00
Hartsmere and Hermon.....	J. Bremner.....	9 $\frac{1}{2}$	2	12 do.....	100 56
Havelock and Oak Lake.....	R. McCutcheon..	16	1	12 do.....	65 00
Havelock and Railway Station.....	A. V. Fuller.....	50 yds.	18	6 do (to Dec. 31, '96).	28 44
do do.....	J. Farmer.....	$\frac{1}{2}$	18	6 do from do.....	25 74
Hayburn and Parma.....	E. Loyst.....	2	3	7 do (to Jan. 31, '97).	29 16
Hiawatha and Peterboro.....	O. A. Cragg.....	11	2	9 do (to Mar. 31, '97).	108 75
do do.....	R. Davis.....	11	2	3 do from do.....	28 50
Hillier and Railway Station.....	H. Monaghan.....	$\frac{1}{2}$	24	12 do.....	125 20
Hillier and Rosehall.....	R. McCartney.....	2 $\frac{1}{2}$	3	12 do.....	78 00
Hinch and Newburgh.....	B. Lewis.....	6	2	12 do.....	70 00
Hotspur and Tory Hill.....	T. Clark.....	3 $\frac{1}{2}$	2	12 do.....	57 20
Howe Island and Pitt's Ferry.....	A. O'Brien.....	4	3	12 do.....	150 00
Indian River and Railway Station.....	M. Guerin.....	2	3	12 do.....	100 00
Ingle and Tamworth.....	H. M. York.....	5	2	12 do.....	50 00
Irondale and Railway Station.....	P. Barr.....	$\frac{1}{2}$	12	12 do.....	62 60
Ivanhoe and Railway Station.....	E. J. Tanner.....	2	12	12 do.....	235 00
Ivy Lea and Lansdowne.....	J. Ivy.....	4	2 & 6	12 do.....	111 75
Jellyby and Railway Station.....	J. E. Davis.....	300 yds.	3	12 do.....	50 00
Jermyn and Lang.....	M. Carter.....	4	3	6 do (to Dec. 31, '96).	34 00
do do.....	do.....	4	3	6 do from do.....	39 50
Jones' Falls and Morton.....	T. Kenney.....	3	3 & 6	12 do.....	70 00
Keene and Railway Station.....	R. McIntyre.....	1 $\frac{1}{2}$	12	7 do (to Jan. 31, '97).	69 41
do do.....	do.....	1 $\frac{1}{2}$	12	5 do from do.....	19 50
Kennaway and Wilberforce.....	R. A. Riley.....	15	1	9 do (to Mar. 31, '97).	105 00
do do.....	C. Holmes.....	15	1	3 do from do.....	23 75
Kingston, Barriefield, Portsmouth.	B. McConville..	1 $\frac{1}{2}$ & 2 $\frac{1}{2}$	6 & 12	12 do.....	310 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kingston Letter Carriers' Service.	Kingston, Portsmouth, Cataraqui St. Ry. Co.			12 months	360 00
Kingston and Newboro'	R. W. Copeland.	41	6	12 do	784 00
Kingston and Newburg.	C. H. Finkle.	27	6	11 do (to May 31, '97).	458 33
do do	E. Martin	27	6	1 do from do	33 33
Kingston and Perth Road	J. Miller	18	6	9 do (to Mar. 31, '97).	329 61
do do	J. Stoness	18	6	3 do from do	157 50
Kingston and Street Letter Boxes.	B. McConville.			9 do (do Oct. 1, '97).	499 59
Kingston and Wellesholme	N. F. Darling	16-16½	3	12 do	296 78
Kingston Station and Grand Trunk Junction	T. Hanley	2	26	12 do	36 00
Kinmount and Mount Irwin.	T. Peacock.	7	2	12 do	70 00
Lakefield and Lakehurst	A. Johnston	19	3	6 do (to Dec. 31, '96).	119 50
do do	do	19	3	6 do from do	97 50
Lakefield and Railway Station.	J. Cooper	4	18	9 do (to Mar. 31, '97).	105 75
do do	do	4	18	3 do from do	23 40
Lake Opinicon and Perth Road.	S. Sears	10	3	12 do	120 00
Lang and Railway Station.	A. Colville.	1	12	12 do	74 00
Lansdowne and Melcombe.	A. Landon.	4	3	12 do	104 00
Lansdowne and Rockfield	J. Herbison.	8	6-3	9 do (to Mar. 31, '97).	177 42
do do	J. T. Warren	8	6-3	3 do from do	37 50
Lansdowne and Sand Bay.	C. McDonald.	11½	3	9 do (to Mar. 31, '97).	158 28
do do	J. Fodey	11½	3	3 do from do	37 50
Latimer and Wolf's Corner.	Mrs. M. E. Traves	1	3	12 do	62 48
Lavant Station and Ompah	J. Johnson.	9	3	12 do	170 00
Leinster and Roblin	T. Brown.	7	2	12 do	48 00
Leland and Oates.	J. Buck	4½	2	12 do	50 00
Lime Lake and Marlbank	J. Henderson	4	3	12 do	78 50
Lochlin and Railway Station	G. James	4	12	12 do	40 00
Long Lake and Mountain Grove	H. Drew.	7	2	12 do	75 00
Lyn and Railway Station (G.T.)	W. A. McLean	1	6	12 do	55 00
do do (B. & W)	do	½	12	12 do	60 00
Lyndhurst and Railway Station	W. D. Wetherell	2½	12	12 do	80 00
Lyndhurst and Seeley's Bay.	do	13	6	12 do	273 00
McLean and Parham	H. Vanvolkenburgh	8	2	12 do	100 00
Madoc and Queensboro'	F. O. Diamond	8	6	12 do	190 00
Madoc and Railway Station (C.O.)	F. Rallings.	7	12	12 do	400 00
do do (C.P.)	G. W. Alcomb-rach.	6½	7	3 do (to Sept. 30, '96).	91 25
do do	W. Hulin	6½	7	9 do from do	221 25
do do (G.T.)	S. Barnum	5	24	12 do	125 20
Mallorytown and Pooles Resort.	W. E. Williams.	5	6-3	12 do	79 00
Mallorytown and Rockport.	A. Dickey	12½	6	12 do (less fine)	208 00
Mallorytown and Sherwood Spring.	J. Bryant.	7	3	12 do	81 72
Malone and Railway Station	C. Thompson	4	6	12 do	80 00
Maple Lake and Minden	G. W. Clark	20	2	9 do (to Mar. 31, '97).	93 75
do do	W. Barry	20	2	3 do from do	27 25
Marble Rock and Gananoque Station	B. S. Bradley	4½	2	12 do	60 00
Marmora and Railway Station.	R. A. McWilliams	24	12	12 do	125 00
Marmora and Shanick.	P. Sheridan	9	2	12 do	60 00
Marmora and Stirling	G. O. Tice	16	6	9 do (to Mar. 31, '97).	300 00
do do	J. Vassaw, jr.	16	6	3 do from do	66 25
Maynooth and Murchison	P. Barr	25	1	12 do	175 00
Maynooth, Ormsby and Railway Station	G. L. Jarman.	32	6	12 do	844 00
Milford and Point Traverse.	J. J. Vandusen.	11½	2	12 do	92 60
Millbridge and Railway Station.	C. Donaldson.	1½	6	12 do	80 00

DETAIL of all payments for Mail Transportation in Kingston Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Minden and Railway Station...	D. J. Hartle...	7½	12	6 mos. (to Dec. 31, '96).	151 68
do do	J. Mouncey...	7½	12	6 do from do	102 30
Moira and West Huntingdon Railway Station	W. H. Dean...	4½	6	9 do (to Mar. 31, '97).	131 25
do do	B. C. Salisbury...	5	6	3 do from do	30 00
Moneymore and Roslin...	J. Thompson...	6½	1	12 do	30 00
Mountain Grove and Railway Station	A. McDonald...	100 yds.	12	12 do	20 00
Murray and Railway Station	G. D. Wells...	1	24	12 do	180 00
Napanee and Street Letter Boxes.	G. Bogart...	1½	18	12 do	75 00
Napanee and Switzerville.	P. E. Miller...	6	3	12 do	96 00
Naphan and Plainfield	J. D. Naphan...	13	2	9 do 8 d. (to Apl. 8, '97)	67 89
Naphan and Poucher's Mills.	do	12½	2	2 do 22 d. (from April 9, '97)	16 44
Newboro' and Railway Station.	A. Wallace...	½	12	12 do	49 72
Newboro' and Smith's Falls.	T. J. Hart...	29	6	12 do (less fine)..	467 00
New Dublin and Bellamy's Station.	J. Horton...	3½	3	12 do	75 00
Norwood, Warkworth and Hastings Railway Station	C. McDonald...	16 & 6	6 & 6	12 do	460 00
Norwood and Railway Station	W. Udy...	½	20	6 do (to Dec. 31, '97).	78 90
do do	D. Foster...	½	20	6 do from do	77 55
Norwood and Stoney Lake.	C. Crowe...	12	3 & 2	12 do	124 00
Odessa and Railway Station.	B. L. Davy...	5	12	9 do (to Mar. 31, '97).	165 00
do do	S. Clarke...	5	12	3 do from do	43 50
Odessa and Violet.	F. W. Perry...	6	6	9 do (to Mar. 31, '97).	71 25
do do	Mrs. M. H. Perry	6	6	3 do from do	23 75
Ormsby and Thanet.	Mrs. E. Thompson	5	2	6 do (to Dec. 31, '97)	29 50
do do	W. McKillican..	5	2	6 do from do	19 50
Oso Station and Zealand	J. Davis...	4½	2	12 do	74 00
Otonabee and Railway Station.	J. Duff...	1½	6	12 do	25 00
Overton and Roblin	G. W. Fox...	3½	2	12 do	48 00
Parma and The Pines.	J. McGee...	4	3	7 do (to Jan. 31, '97)..	40 83
do do	E. L. Dafoe...	6	3	5 do from do	31 25
Perth and Westport.	A. P. Palmer...	23	2	9 do (to Mar. 31, '97).	131 25
do do	C. P. Lambert...	23	2	3 do from do	24 25
Perth Road and Wilmur	J. S. Roberts...	2	3	12 do	48 48
Peterboro' and Railway Station.	T. Fee...	½	37	9 do (to Mar. 31, '97).	159 39
do do	do	½	72	9 do (to Mar. 31, '97).	225 00
Peterboro' and Railway Station.	G. Fowler...	½ & ½	80	3 do from do	84 32
Peterboro' and Street Letter Boxes	H. C. Rogers...	4½	12	12 do	200 00
Peterboro' and Warsaw	D. McIntosh...	16	6	9 do (to Mar. 31, '97).	207 00
do do	J. Crowe...	16	6	3 do from do	66 25
Philpion and Plainfield.	W. H. Sills...	5	3	9 do (to Mar. 31, '97).	56 25
Philpion and Pouchers Mills.	do	5	3	3 do from do	18 75
Picton and Port Milford	D. Welbank...	14	6	12 do	249 00
Picton and Railway Station.	J. B. Sheriff...	2	24	9 do (to Mar. 31, '97).	69 00
do do	C. Way...	2	24	3 do from do	15 65
Picton, West Lake and West Point	J. R. Tubbs...	10½ & 8	6 & 3	9 do (to Mar. 31, '97).	123 75
do do	do	10½ & 8	6 & 3	3 do from do	37 25
Picton and Solemsville.	J. I. Thompson.	17	6	12 do	298 00
Picton and Street Letter Boxes	T. Shannon...	1	12	12 do	78 25
Portland and Crosby Railway Station.	W. G. Singleton	5 & 7	6	12 do	134 00
Preneveau and Rylstone.	B. Loucks...	8	3	12 do	99 00
Railton and Railway Station	P. Conway...	4½ & 6	6	12 do	144 00
Read and Shannonville.	B. Callery...	13½	6	12 do	253 60

Post Office Department.

DETAIL of all payments for Mail Transportation in Kingston Potsal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Roblin and West Plain	A. Sedore ..	3	2	12 months	25 00
St. Lawrence and Wolfe Island	J. W. O'Brien ..	13	2	12 do	100 00
St. Ola and Railway Station	W. Morton	2	6	12 do	95 00
Sharbot Lake and Railway Station	M. Avery	14	14	12 do	146 00
Soperton and Railway Station	S. W. Stafford ..	6	6	12 do	62 60
Springville and Railway Station	G. H. Gibson	3	6	6 do (to Dec. 31, '96).	50 56
do do	F. E. Wilson	3	6	6 do from do	44 50
Steenburg and Railway Station	S. S. Steinburg ..	100 yds.	6	12 do	55 00
Stirling and Railway Station	H. S. Ferguson ..	1	12	12 do	56 34
Tory Hill and Railway Station	J. H. Anderson ..	10 rods	12	12 do	50 00
Trenton and Railway Station	J. S. Dyer	1	36	9 do (to Mar. 31, '97)	139 40
do do	J. S. Delaney	1	36	3 do from do	37 44
do do	J. W. Cunningham ..	1 1/8	6	2 do 13 days (to Sept. 30, '96).	17 25
Trenton and Wooler	W. H. Richards ..	9	6	9 do (to Mar. 31, '97).	120 00
do do	do	9	6	3 do from do	29 75
Tuftsville and North Hastings Junction	S. Tufts	1 1/2	6	12 do	20 00
Turriff and Umfraville	P. Turriff	4	2	12 do	55 00
Tweed and Railway Station	W. J. Bowell	1 1/2	20	6 do (to Dec. 31, '96).	78 90
do do	E. R. Huyck	1 1/2	20	6 do from do	62 24
Villiers and Railway Station	W. Wier	2	3	12 do	74 88
Wellington and Railway Station	M. F. Pettet	1 1/4	24	9 do (to Mar. 31, '97).	73 98
do do	A. W. Clarke	1 1/4	24	3 do from do	11 70
Wellman's Corners and Railway Station	P. Hubble	2	6	12 do	150 00
West Huntingdon and Railway Station	E. Kerteston	1 1/2	12	12 do	80 00
Westport and Railway Station, B.W. do do (K.P.)	J. H. Whelan	20 1/2	12	12 do	69 00
do do	S. J. Mulville	20 1/2	3	2 do (from May 1, '97)	24 66
Westwood and Railway Station	J. Esson	2 1/2	6	12 do	156 00
Wilberforce and Railway Station	Mrs. H. Riley	2	6	12 do	100 00
				Total	\$41,034 85

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division performed within the Year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					§ cts.
Aberarder and Railway Station	D. N. Sinclair	$\frac{1}{2}$	6	12 months	50 00
Aberfeldy and Bothwell	W. Hands	11 $\frac{1}{2}$	6	8 do (to Feb. 28, '97)	233 33
Aberfeldy and Mossdale	do	3	3	8 do (to Feb. 28, '97)	33 33
Adare and Maguire	A. Tod	2 $\frac{1}{2}$	3	3 do 17 days (to Oct. 17, '97)	17 74
Adelaide and Strathroy	T. Callaghan	8 $\frac{1}{2}$	6	12 do	175 00
Ailsa Craig and Nairn	M. McIntyre	3	6	3 do (from Apr. 1, '97)	25 00
Ailsa Craig and Railway Station	C. Walker	$\frac{1}{2}$	6	12 do	44 00
Albana and Blytheswood	L. June	2 $\frac{1}{2}$	3	12 do	48 00
Aldboro' and Rodney	A. Ruthven	6	6	12 do	140 00
Alvinston and Railway Station	C. J. Parker	$\frac{1}{2}$	12	12 do	108 00
Amherstburg and Railway Station	J. W. Gibb	$\frac{1}{2}$	12	12 do	130 00
Amherstburg and Windsor	A. Fox	18 & 20	6 & 3	12 do	460 00
Anniens and Ryckman's Corners	W. Ireland	2	3	12 do	50 00
Appin and Glen Willow	J. Reilly	5 $\frac{1}{2}$	3	12 do	95 00
Appin and Mayfair	R. Earhart	4 $\frac{1}{2}$	3	12 do	90 00
Appledore and Railway Station	T. McKerrall	2 $\frac{1}{2}$	2	6 do (to Dec. 31, '96)	32 24
do do	W. Grooms	2 $\frac{1}{2}$	2	6 do from do	28 60
Arkona and Thedford	W. Hester	7 $\frac{1}{2}$	6	9 do (to Mar. 31, '97)	105 00
Arkona and Watford	F. Hooper	12	6	9 do (to Mar. 31, '97)	337 50
do do	T. J. Wilson	12	6	3 do from do	70 00
Arner and Railway Station	S. A. Agla	4	6	12 do	40 69
Atherton and Delhi	E. Wilson	3	2	12 do	45 00
Aughrim and Tancred	T. H. Wall	2	2	12 do	37 67
Avon, Putnam and Railway Station	J. A. Kinnee	6	6 & 12	9 do (to Mar. 31, '97)	262 50
do do	G. Fralick	6	6 & 12	3 do from do	47 50
Avonyr and Wilkesport	E. Blacklock	2 $\frac{1}{2}$	2	12 do	37 48
Aylmer and Dorchester Station	A. W. Pierce	16 $\frac{1}{2}$	6	12 do	299 00
Aylmer and Dunboyne	W. L. Pierce	31	6	9 do (to Mar. 31, '97)	375 00
do do	M. F. Turrill	31	6	3 do from do	75 00
Aylmer and Railway Station	W. L. Pierce	$\frac{1}{2}$	24	9 do (to Mar. 31, '97)	235 00
do do	J. N. Winder	$\frac{1}{2}$	24	3 do from do	12 48
Banner and Putnam	J. A. Kinnee	3 $\frac{1}{2}$	2	12 do	45 00
Bayham and Ingersoll	W. H. Cook	20 $\frac{1}{2}$	6	12 do	395 00
Becher and Terminus	W. A. Gibson	4	2	12 do	60 00
Becher and Wallaceburg	W. Newkirk	5	3	12 do	69 00
Belle River and Byrnedale	W. Byrne	5 $\frac{1}{2}$	1	12 do	55 00
Belmont and London	J. Charles	13	6	9 do (to Mar. 31, '97)	90 00
do do	do	13	6	3 do from do	35 00
Belmont and Railway Station	do	$\frac{1}{2}$	12	12 do	60 00
Belton and Railway Station	J. Gibson	$\frac{1}{2}$	12	9 do (to Mar. 31, '97)	46 25
Belton and St. Ives	H. Powell	9 $\frac{1}{2}$	2	2 do 4 days (to Sept. 4, '96)	21 12
do do	do	7 $\frac{1}{2}$	2	9 do 26 days (from Sept. 5, '96)	72 02
Bentpath and Dresden	G. Sheppard	12	2	9 do (to Mar. 31, '97)	94 50
do do	J. McCabe	12 $\frac{1}{2}$	2	3 do from do	22 25
Bickford and Railway Station	M. Webster	300 ft.	12	12 do	40 00
Big Point and Dover South	Z. Cheff	6	3	12 do	69 00
Birr and Southgate	H. O'Neil	2 $\frac{1}{2}$	2	12 do	50 00
Blackwell Station and Railway Station	P. Wellington, jr	2 $\frac{1}{2}$	2	12 do	31 20
Blandford Station and Railway Station	E. Eaton	$\frac{1}{2}$	12	12 do	36 00

Post Office Department.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route,	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Blenheim and Leamington	A. E. Rymal	38½	6	12 months	1,195 00
Blenheim and Morpeth	T. K. Morris	10	6	12 do	259 80
Blenheim and Railway Station	do	24	12	do	130 25
Blenheim and Rondeau	G. Hallick	5 ½	3 & 6	12 do	140 00
Bloomsburg and Waterford	A. E. Robinson	3 3	6	12 do	72 00
Blytheswood and Goldsmith	A. McMullin	3½	3	7 do (to Jan. 31, '97)	46 08
do do	do	4½	3	5 do from do	43 42
Blytheswood and Railway Station	S. Scratch	4½	6	12 do	76 67
Bornish and Sable	A. McDonald	3	3	9 do (to Mar. 31, '97)	47 25
do do	do	3	3	3 do from do	12 25
Botany and Thamesville	C. McBrayne	6	3	12 do	88 00
Bothwell and Clachan	A. McArthur	8½ & 6	3 & 3	12 do	225 00
Bothwell and Florence	T. J. Elliott	9	6	9 do (to Mar. 31, '97)	177 75
do do	C. McCreary	9	6	3 do from do	75 00
Bothwell and Moravian Town	W. Gooding	4	2	12 do	55 00
Bothwell and Mosside	R. Hands	14½	6	4 do (from Mar. 1, '97)	116 00
Boxall and Fingal	L. Else	3½	3	3 do (to Sept. 30, '96)	15 00
do do	do	3½	3	9 do from do	56 25
Bradshaw and Brigden	W. A. Dawson	5	3	12 do	98 00
Braemar and Woodstock	M. L. Mitchelson	11	6	3 do (from Apr. 1, '97)	61 25
Brandy Creek and Railway Station	J. Wintermute	4	6	9 do (to Mar. 31, '97)	30 00
do do	E. K. Crombie	4	6	3 do from do	11 25
Brantford and Burch	J. McIntyre	8½	6	5 do (from Feb. 1, '97)	70 83
Brantford and Grandview	Hunt & Colter	1	6	12 do	40 00
Brantford and Harley	R. Cavin	14	6	9 do (to March 31, '97)	273 00
do do	R. W. Cavin	14	6	3 do from do	64 75
Brantford and Mohawk	R. Cavin	12	6	7 do (to Jan. 31, '97)	179 08
Brantford and Langford	W. Reid	8	6	10 do (to April 30, '97)	195 00
do do	D. Dowling	8	6	2 do from do	33 33
Brantford and Railway Station (G.T.)	Hunt & Colter	1	54 & 60	9 do (to Mar. 31, '97)	293 23
do do do	T. Quinlan	½	60	3 do from do	58 50
do do do (T. H. & B.)	Hunt & Colter	1	12	12 do	37 56
Brantford and Street Letter Boxes	J. McCann	7½	12	12 do	299 00
Brewster and Parkhill	F. Gratton	16	6	12 do	319 00
Brigden and Railway Station	J. Armstrong	4	12	12 do	93 90
Bright and Cassel	J. MacDonald	9	6	12 do	234 00
Bright and Washington	A. Gatzka	6 & ½	6 & 12	9 do (to Mar. 31, '97)	175 50
do do	do	6½ & 4	6 & 12	3 do from do	48 50
Burford and Cathcart	R. Cavin	5 & ½	3 & 6	12 do	168 00
Burgessville and Newark	W. Fletcher	5½ & 9½	6	3 do (to Sept. 30, '96)	61 25
do do	do	5½ & 9½	6	9 do from do	149 25
Burgessville and Oriol	W. B. Somerville	6	3	12 do	140 00
Burgessville and Railway Station	F. Perdue	4	12	12 do	50 00
Byron and London	J. Charles	6	6	12 do	170 00
Calder and Railway Station	H. G. Jones	2½	2	12 do	49 00
Caledonia and Conboyville	W. Arrell	6	2	9 do (to Mar. 31, '97)	52 50
do do	do	6	2	3 do from do	14 50
Caledonia and Railway Station	P. McMullen	½	30	12 do	149 00
Caledonia and Six Nations	Mrs. Y. L. Beaver	4	3	12 do	80 00
Camlachie and Hillsborough	C. L. Hill	9	2	12 do	140 00
Canfield and Railway Station	T. Brown	5 1/8	12	12 do	78 25
Cario and Shetland	G. Banghart	5	6	6 do (to Dec. 31, '96)	90 00
Cayuga and Dean's Station	E. Wigg	1½	12	12 do	175 28
Cayuga and Gypsum Mines	J. Stockton	4	6	12 do	99 00
Cayuga and Kohler	N. Degurse	4½	3	12 do	73 75
Cayuga and Railway Station	E. Wigg	5	6	12 do	71 99
Cayuga and Upper	J. Everets	12	3	12 do	145 00
Centralia and Crediton	C. Wolfe	5½	12	12 do	225 00
Centralia and Mooresville	R. Handford	3½	6	3 do and 17 days (to Oct. 17, '96)	59 24
Centralia and Saintsbury	F. Washburn	3½	2	9 do (to Mar. 31, '97)	33 75
do do	W. J. Smyth	4	2	3 do from do	12 00

**DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Charing Cross and Doyles.	M. Doyle	4½	2	10 mos. (to April 30, '97).	66 67
do do	do	4½	2	2 do from do	12 50
Charing Cross and Railway Station.	J. Hunter	1½	24	12 do	100 00
Charing Cross and Tilbury.	F. C. Harvey	25½	3	9 do (to Mar. 31, '97).	406 26
do do	M. Gillies	25	3	3 do from do	111 25
Charlemont and Tupperville.	J. Humphrey	5¾	2	6 do (to Dec. 31, '96).	33 14
do do	do	5¾	2	6 do from do	24 50
Chatham and Dover South.	R. Reaume	6	6	12 do	189 00
Chatham and Louisville.	G. N. Arnold	6	3	12 do	120 00
Chatham and Mitchell Bay.	T. Bourassa	15½	3	12 do	290 00
Chatham and Railway Station.	do	½	36	12 do	240 00
Chatham and Street Letter Boxes.	P. O'Flynn	7½	18	6 do (to Dec. 31, '96).	233 86
do do	J. D. Blackburn	7½	18	6 do from do	112 00
Chatham and Van Horn.	J. Zink	6	2	12 do	70 00
Chatham and Williams.	A. Williams	9	2	3 do (to Sept. 30, '96).	22 50
do do	C. A. Williams	9	2	9 do from do	67 50
Cheapside, Jarvis and Railway Station.	J. A. Atkinson	16 & ¼	6 & 12	6 do (to Dec. 31, '96).	274 50
do do	P. Gibbs	16 & ¾	6 & 12	6 do from do	156 00
Chevalier and Stony Point.	A. Lemire	1	12	12 do	100 00
Christina and Mount Brydges.	T. Pearce	6½	3	6 do (to Dec. 31, '96).	63 74
do do	J. Bond	14½	3	6 do from do	58 50
Clanbrassil and Railway Station.	J. Cossar	2	6	12 do	60 00
Clandeboye and West McGillivray.	G. Saunders	7½	6	12 do	168 00
Clandeboye Station and Lucan.	W. Read	3	12	12 do	249 60
Clear Creek and Cultus.	W. N. Buck	4½	6	9 do (to Mar. 31, '97).	150 00
do do	J. Williams	4½	6	3 do from do	25 00
Coatsworth Station and Romney.	A. Robinson	3¾	3	12 do	60 00
Comber and Railway Station.	S. T. Anderson	½	24	12 do	220 00
Comber and Windfall.	G. Robb	9	2	12 do	148 00
Comet and Railway Station.	J. Beaudoin	4½	2	12 do	105 00
Copleston and Petrolea.	N. Henriod	3½	6	12 do	170 00
Corinth and Railway Station.	R. F. Evans	25 rods	12	9 do (to Mar. 31, '97).	58 50
do do	G. A. McKenzie	25 rods	12	3 do from do	14 75
Corunna and Railway Station.	J. W. Maguire	¼	12	12 do	62 60
Cottam and Essex.	S. A. Moore	5	6	12 do	190 00
Courtland and Port Rowan.	J. Summerhayes	19¼	6 & 12	9 do (to Mar. 31, '97).	447 75
do do	W. Deir	19¼	6 & 12	3 do from do	123 75
Courtland and Rosanna.	W. J. Herron	4	2	12 do	48 00
Courtright and Railway Station (E. & H.).	W. A. Cathcart	½	12	12 do	76 00
Courtright and St. Clair Branch Station.	do	¼	12	12 do	75 00
Cowal and Iona Station.	W. Fletcher	6	6	12 do	90 00
Cranston and Railway Station.	D. Hannah	4½	6	3 do (to Sept. 30, '96).	40 00
do do	do	4½	6	9 do from do	131 25
Crinan and Dutton.	J. D. McIntyre	10	3	12 do	125 00
Croton and Dawn Mills.	W. J. Butler	8	2	12 do	75 00
Curries Crossing and Railway Stn.	W. D. Smith	½	6	12 do	75 00
Darrell and Railway Station.	S. Duncan	50 ft.	6	12 do	10 00
Dashwood and Parkhill.	P. McIsaac	16½	6	9 do (to Mar. 31, '97).	329 25
do do	do	16½	6	3 do from do	83 50
Deans, Cayuga and Ry. Station.	J. Shipway	3 & ¼	6 & 12	12 do	230 00
Decewsville and Railway Station.	J. Heaton	¾	12	6 do (to Dec. 31, '96).	30 00
do do	G. Barnett	¾	12	6 do from do	27 00
Delaware and London.	J. A. Scott	12	6	12 do	144 00
Delhi and Rhineland.	G. Manthé	4	2	12 do	45 00
Delhi, Wyecombe and Ry. Station.	G. Reid	8½ & ¼	6 & 12	12 do	300 06
Delmer and Tilsonburg.	W. Young	4½	6	12 do	90 00
Denfield and Duncreiff.	J. Hodgins	6½	3	9 do (to Mar. 31, '97).	93 75
do do	W. Parker	6½	3	3 do from do	17 50
Denfield and Falkirk.	J. Richards	3	6	3 do (from Apr. 1, '97)	21 25

Post Office Department.

DETAIL of all payments for Mail Transportation in London Postal Division &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Denfield, Nairn and Ry. Station	J. Edwards	9M 6 rds	6 & 24	9 mos. (to March 31, '97)	306 00
Denfield and Railway Station	do	6 rds.	24	3 do (from April 1, '97)	11 00
Dereham Centre and Mitchell's Corners	W. Short	2 M.	6	12 do	100 00
Devizes and Main Post Road	A. Langford	3½	3	12 do	67 48
Dexter and Sparta	C. M. Petit	4½	6	9 do (to March 31, '97)	93 75
do do	A. Parker	4½	6	3 do from do	22 25
Dolsen and Railway Station	J. Larsh	3	1	6 do (to Dec. 31, '96)	15 00
Dresden and Railway Station	D. Turnbull	4	24	12 do	200 32
Dresden and Rutherford	J. Conbrough	9	6	12 do	160 00
Drumbo and Railway Station	J. Matheral	½ & ½	12	6 do (to Dec. 31, '96)	47 50
do do	N. H. Boden	½ & ½	12	6 do from do	47 50
Duart, Palmyra and Railway Stn.	W. M. Curtis	8 & 4	6 & 12	6 do (to Dec. 31, '96)	187 50
do do	L. Eberh.	8 & 4	& 12	6 do from do	147 50
Dunville and Selkirk	A. Hedden	18	6	9 do (to March 31, '97)	405 00
do do	G. Gamble	18	6	3 do from do	84 00
Dutton and Railway Station	A. J. Leitch	½	12	12 do	125 20
Eagle and West Lorne	W. Wann	4½	12	12 do	197 00
Ealing and The Gore	M. Ackland	3	3	12 do	60 00
Eberts and Railway Station	W. L. Miller	10 yds.	12	10 do (to April 30, '97)	17 50
do do	E. H. Moir	150 yds.	12	2 do from do	7 28
Edgar's Mills and Railway Station	R. Broadhouse	140 yds.	6	12 do	40 00
Edy's Mills and Oil Springs	R. Sandler	3	6	12 do	100 00
Elford and Essex	L. Elford	5	1	12 do	52 00
Elmstead and Railway Station	J. S. Austin	2	3	12 do	50 00
Embro and Harrington	W. S. Vannatter	25	6	12 do	340 00
Embro and Holiday	J. R. McKenzie	4	3	12 do	78 00
Embro and Railway Station	W. S. Vannatter	3½	12	12 do	118 94
Erie and Jarvis	A. Finch	5	2	12 do	80 00
Erieau and Railway Station	E. S. Spashett	1	6	Part of seasons 1896 & '97	10 00
Essex and Gesto	R. Hamilton	5½	6	12 months	156 00
Essex and Railway Station	T. Rush	3	24	12 do	156 50
Ettrick, Ilderton and Railway Stn.	J. H. McRae	6 & ½	3 & 24	12 do	200 00
Evelyn and London	A. J. Kernohan	13	6	9 do (to March 31, '97)	251 25
do do	A. Thomson	13	6	3 do from do	74 75
Exeter and Railway Station	C. Snell	1	24	12 do	187 80
Fair Ground and Tilsonburg	E. Gale	24	6	12 do	445 00
Falkland and Paris Station	W. S. Walker	9	6	12 do	250 00
Fargo and Railway Station	T. B. Sanders	300 yds.	24	12 do	80 00
Fernhill and London	D. Sells	41½	6	9 do (to March 31, '97)	528 69
do do	R. Sharpe	41½	6	3 do from do	111 00
Fingall and Port Talbot	J. Brown	7	3	12 do	130 00
Fingall and St. Thomas	A. Lawton	7	6	12 do	137 00
Fingal, Sheddin and Railway Stn.	H. Cameron	3 & ½	6 & 12	12 do	190 00
Fisherville and Nelles Corners	H. Richheld	4 & ½	6 & 12	9 do (to March 31, '97)	138 75
do do	do	4 & ½	6 & 12	3 do from do	29 25
Fletcher and Railway Station	R. Sainsburg	4	12	12 do	50 00
Florence and Shetland	C. McCrary	5	6	6 do (from Jan. 1, '97)	59 50
Forest and Railway Station	P. Smith	400 yds.	12	12 do	87 64
Forest and Ravenswood	G. Street	9	3	12 do	95 00
Forestville and Railway Station	S. M. Beaupre	8	12	12 do	93 90
Frome and Railway Station	W. F. Silcox	1½	6	12 do	78 25
Galt and Glen Morris	T. Scott	7	6	12 do	240 00
Garnet and Railway Station	J. Roulston	8	12	12 do	40 00
Gladstone and Harrietsville	R. B. McMurray	3	6	12 do	80 00
Glanworth and Railway Station	J. Turnbull	½	6	12 do	64 00
Glenceoe and Kilmartin	D. B. McIntyre	4½	3	12 do (Less fine)	94 00
Glenceoe and Stratburne	A. Crothers	2½	6	12 do	120 00
Glencolin and Springfield	S. T. Young	3	3	12 do	100 00

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Glendale and White Oak	W. D. Dale.....	2½	3	12 months	55 00
Glenneyer and Kinglake	H. Walmsley.....	3	6	12 do	120 00
Glenrae and Railway Station	D. McNeil	50 yds.	12	12 do	25 00
Glenshee and Wyecombe	O. Jones.....	8	6	12 do	200 00
Glenwood Station and Merlin.....	Sales & Halliday	4	2	12 do	45 00
Golspie and Woodstock	H. J. Smith.....	5	2	12 do	65 00
Gordon and Railway Station	J. C. Duff.....	5 ½	12	12 do	50 00
Granthurst and St. Mary's	C. Roulston.....	5	2	12 do	60 00
Granton and London	H. W. Shoebot- tom	18½	6	12 do	373 00
Granton and Whalen	J. H. Millson.....	5	2	9 do (to Mar. 31, '97).	57 00
do	J. McGee.....	5	2	3 do from do	17 50
Hagersville and Railway Station... Hagersville, Selkirk and Railway Station	D. Spears.....	1	36	12 do	200 00
do	A. Knisley	12	6	3 do (to Sept. 30, '96).	67 50
do	S. Hurst.....	12	6	6 do from do	178 50
Hagersville and Springvale	S. Kenner.....	4	6	12 do	140 00
Harley and Hatchley Station	F. T. Cox.....	4	2	12 do	50 00
Harley and New Durham	R. Cavin.....	5	6	9 do (to Mar. 31, '97).	99 00
do	R. W. Cavin.....	5	6	3 do from do	25 00
Harrow and Railway Station	C. I. Pastorius.....	½	6	12 do	63 00
Hartford and Waterford	L. S. Dean.....	13	6	9 do (to Mar. 31, '97).	262 50
do	do	12	6	3 do from do	58 75
Harwich and Railway Station.....	L. Galbraith	4½	6	12 do	188 00
Hawtrey and Northfield Centre	J. W. Hainer.....	12	6 & 12	12 do	359 00
Hawtrey and Railway Station	S. A. Innis.....	½	12	12 do	30 00
Heather and Walker's	D. McIntyre.....	3	2	12 do	50 00
Hickson and Railway Station	T. J. Loveys.....	½	12	12 do	20 00
Highgate and Railway Station	B. Teetzel.....	1	24	12 do	262 92
Highgate and Turin	R. B. Teetzel.....	5	3	12 do	100 00
Hillman and Leamington	R. Manery.....	6	2	12 do	75 00
Howlett and Lambeth	J. Howlett.....	4	2	4 do (to April 30, '97).	16 00
do	do	4	3	2 do from do	10 00
Hubrey and Railway Station	J. Elliott.....	2½	3	12 do	78 00
Hutchinson and Railway Station	F. Gratton.....	6	3	2 do (to Sept. 30, '96).	8 33
Hutchinson and Parkhill	do	6½	3	9 do (from Oct. 1, '96)	37 50
Ingersoll and Peebles.....	J. Dennis.....	8	2	9 do (to Mar. 31, '97).	73 83
do	C. Hughes.....	8½	2	3 do from do	21 87
Ingersoll and Port Burwell.....	G. M. Harris.....	32	6	12 do	855 00
Ingersoll and Railway Station	R. H. Skinner.....	¾	12	12 do	106 42
Ingersoll and Street Letter Boxes	D. Smith.....	4	18	10 do 5 dys. (to May 5, '97).	126 08
do	do	13½	18	1 do 26 dys. do	25 30
Innerkip and Railway Station.....	W. White.....	½	12	12 do	90 00
Inwood and Railway Station	J. M. Courtright.....	10 rods.	12	12 do	40 00
Iona and Railway Station	W. Fletcher.....	2	12	12 do	125 00
Jaffa and Orwell	A. Stafford.....	3	2	12 do	39 48
Jarvis and Railway Station	E. A. Lea.....	¾	18 & 24	12 do	251 95
Jennettes Creek and Railway Station	F. X. Peck.....	150 yds.	6	12 do	40 00
Jura and Thedford	C. W. McCordic.....	7½	3	12 do	111 40
Kent Bridge and Railway Station... Kent Bridge and Thorncliffe.....	D. Rapelge.....	2½	6	12 do	100 00
do	E. Bolton.....	3	2	12 do	50 00
Kertch and Wanstead	N. K. Nesbitt.....	3	3	12 do	5 00
Khiva and Shipka	F. Heitzman.....	2½	2	10 do (to April 30, '97).	33 33
do	do	2½	4	2 do from do	12 50
Kimball and Railway Station	J. Kimball.....	½	6	12 do	25 00
Kingscourt and Railway Station	R. H. Wilson.....	1	3	12 do	50 00

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DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kingsmill and Mapleton.....	L. Johnson.....	4	6	9 mos. (to Mar. 31, '97)	127 50
do do.....	L. Hammond.....	4	6	3 do from do	32 50
Kingsmill and Railway Station.....	D. W. Elsley.....	40 rods.	12	12 do	45 00
Kingsville and Pelee Island.....	W. Woollatt.....	20	2	5 do 22 dys. (to Dec. 22, '96)	350 00
do do.....	W. Haggins.....	23	1	3 do 9 dys. (to Mar. 31, '97)	238 00
do do.....	W. Woollatt.....	20	2	3 do from do	182 00
Kingsville and Railway Station.....	P. Sanford.....	12	12	12 do	80 00
Kintyre and Railway Station.....	R. Johnston.....	1	6	12 do	78 25
Knapdale and Newbury.....	J. McDonald.....	6	1	12 do	55 00
Lakeside and Thamesford.....	R. Gregory.....	12	6	12 do	224 00
Lambeth and Raper.....	J. Howlett.....	4	2	6 do (to Dec. 31, '96)	24 00
Lambeth and Tempo.....	A. Taylor.....	4	6	12 do	75 00
Langton and Marston.....	W. F. Auger.....	5	2	6 do (to Dec. 31, '96)	25 00
do do.....	J. A. Girvin.....	4	2	6 do from do	17 50
La Salette and Railway Station.....	J. H. Grooms.....	1	24	12 do	80 00
Lawrence Station and Railway Station.....	J. Chandler.....	5	6	12 do	122 07
Leamington and Railway Station (C.S.).....	S. C. Wigle.....	3	24	12 do	75 00
Leamington and Railway Station (L. E. & D. R.).....	do.....	1	12	12 do	75 00
Leesboro and Evan's Corners.....	C. Mullett.....	1	3	12 do	45 00
Littlewood and Tempo.....	A. Taylor.....	1	2	12 do	25 00
London and London East.....	H. Keyes.....	1	24	9 do (to Mar. 31, '97)	108 00
do do.....	London Street Ry. Co.....	1	24	3 do from do	35 00
London and London West.....	J. R. Gurd.....	1	12	12 do	80 00
London and Lucan.....	J. W. Orme.....	16	6	7 do (to Jan. 31, '97)	232 75
do do.....	J. H. Hodgins.....	16	6	5 do from do	124 58
London and Odell.....	S. Read.....	3	3	12 do	55 00
London and Railway Station (C. P. R.).....	J. Siggins.....	1	12	10 do (from Sept. 1, '96)	130 00
London and Railway Station (L. E. and D. R.).....	Shedden Co.....	1	12	12 do	200 00
London and Railway Station (L.H. & B.).....	do.....	1	24	12 do	200 00
London and Railway Station (M.C.).....	do.....	1	12	9 do (to Mar. 31, '97)	150 00
do do.....	J. Siggins.....	1	12	3 do from do	39 00
London and Street Letter Boxes.....	do.....	18	31	10 do (from Sept. 1, '96)	818 03
London—Letter Carriers' Service.....	London Street Ry. Co.....			12 do	400 00
Longwood and Osman.....	F. Marshall.....	8	2	12 do	77 44
Lowlands and Wanstead.....	N. K. Nesbitt.....	5	1	12 do	52 00
Lucan and Railway Station.....	W. Porte.....	1	6	10 do 5 dys. (to May 5, '97)	63 46
Lynn Valley and Railway Station.....	E. Edmonds.....	1	12	12 do	32 00
Lynnville and Railway Station.....	W. Axford.....	2	6	12 do	98 00
Lyons and Maple Leaf.....	J. Meikle.....	2	3	12 do	80 00
McCready and Newbury.....	D. Ross.....	6	2	12 do	60 00
McGregor and Railway Station.....	D. St. Amour.....	1	12	6 do (to Dec. 31, '96)	32 00
do do.....	J. L. Dufour.....	1	12	6 do from do	25 00
Maguire and Railway Station.....	A. Tod.....	2	6	8 do 13 dys. (from Oct. 19, '96)	70 11
Maidstone and Railway Station.....	I. Halford.....	1	12	10 do (to April 30, '97)	104 40
do do.....	J. E. Doyle.....	1	12	2 do from do	18 20
Mandamin and Vyner.....	J. G. Finch.....	5	3	12 do	156 00
Maple Grove and Main Post Road.....	I. Langford.....	3	12	12 do	20 00
Maple Lodge and Railway Station.....	J. Andrews.....	1	3	12 do	60 00

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Marburg and Port Dover.....	H. P. Ansley.....	4½	3	8 mos. (to Feb. 28, '97).	73 33
Marburg and Railway Station.....	do.....	1	3	4 do (from Mar. 1, '97)	25 00
Melbourne and Middlemiss.....	T. Hearn.....	4	6	6 do (to Dec. 31, '96).	75 00
do do.....	do.....	4	6	6 do from do	64 74
Melbourne and Railway Station.....	G. W. Sponen- burg.....	4	12	12 do	50 00
Melbourne and Waubnahee.....	S. Clark.....	3	2	6 do (to Dec. 31, '96)..	25 00
do do.....	do.....	4	2	6 do from do	19 00
Mohawk and Railway Station.....	J. W. McLaren.....	4	12	12 do	50 08
Moore and Railway Station.....	J. Morrison.....	800 feet.	12	12 do	50 00
Mooresville and Railway Station.....	J. Bloomfield.....	4	12	8 do 13 dys. (from Oct. 19, '97).	59 59
Morpeth and Thamesville.....	R. S. Walters.....	15	6	3 do (to Sept. 30, '96).	59 75
do do.....	T. Shippey.....	15½	6	9 do from do	292 50
Mount Brydges and Roome.....	T. Pearce.....	4½	2	12 do	45 00
Mount Healy and Railway Station.....	W. A. Young.....	4½	6	12 do	156 50
Mull and Pinehurst.....	J. O'Keefe.....	3½	2	12 do	60 00
Mull and Railway Station.....	N. Watson.....	4	12	12 do	80 00
Muncey and Railway Station.....	Mrs. J. McGregor.....	30 rods.	12	12 do	40 00
Napier and Rockeby.....	Mrs. M. Campbell.....	4	2	12 do	60 00
Napier and Strathroy.....	J. B. Gough.....	11	6	9 do (to Mar. 31, '97).	257 25
do do.....	J. L. King.....	11	6	3 do from do	62 25
New Canaan and Railway Station.....	Mrs. E. Neal.....	1½	12	12 do	20 00
New Sarum and Railway Station.....	G. W. Cloes.....	300 yds.	12	12 do	156 50
Nixon and Railway Station.....	E. H. Kingsbury.....	300 yds.	12	12 do	92 60
Nober and Railway Station.....	G. Barlow.....	100 yds.	12	9 do (to Mar. 31, '97).	30 00
do do.....	do.....	100 yds.	12	3 do from do	12 50
Normandale and Vittoria.....	S. Ottley.....	4	3	12 do	65 00
North Buxton and Railway Station.....	G. B. Shreve.....	4	12	12 do	40 00
Norwich and Railway Station.....	F. Lees.....	4	24	12 do	120 00
Oakdale and Rutherford.....	S. Hubbard.....	7	3	12 do	80 00
Oakland and Railway Station.....	A. P. Taylor.....	1½	12	12 do	156 50
Ohsweken and Railway Station.....	Mrs. M. Johnson.....	4½	6	12 do	144 00
Oil City and Railway Station.....	B. H. Keating.....	7½	12	12 do	93 90
Oil City and Wheeler.....	J. R. Woodwark.....	7½	2	12 do	104 00
Oil Springs and Railway Station.....	D. P. Sisk.....	200 yds.	18	12 do	93 90
Oldcastle and Railway Station.....	M. McCarthy.....	100 yds.	12	12 do	50 00
Oldfield and Wallaceburg.....	J. A. McDonald.....	6	3	12 do	85 00
Olinda and Ruthven.....	F. A. Wible.....	2½	6	12 do	150 00
Oliver and Thorndale.....	J. G. McLeod.....	6	2	12 do	100 00
Oneida and Railway Station.....	W. Reid.....	11	6	12 do	125 00
Orwell and Railway Station.....	E. R. Crane.....	11	12	6 do (to Dec. 31, '96).	58 68
do do.....	C. J. Norsworthy.....	11	12	6 do from do	37 50
Ossian and Sarnia.....	J. McKelcey.....	17½	3	12 do	288 48
Otterville and Railway Station.....	M. J. Lavigne.....	6	12	9 do (to Mar. 31, '97).	93 60
do do.....	R. Elliott.....	6	12	3 do from do	24 50
Oxley and Railway Station.....	A. Elliott.....	6	6	9 do (to Mar. 31, '97).	217 50
do do.....	S. Julien.....	6½	6	3 do from do	47 00
Paquette Station and Railway Station.....	J. Harshaw.....	30 rods	6	12 do	37 56
Paris and Railway Station.....	F. Waghorn.....	1	36	6 do (to Dec. 31, '96)..	151 68
do do.....	J. McCammon.....	1	36	6 do from do	111 60
Paris and Street Letter Boxes.....	J. J. Moore.....	2	12	12 do	73 48
Parkhill and Railway Station.....	G. Simpson.....	18	12	12 do	85 00
Parkhill and Strathroy.....	R. J. Gough.....	18	3	12 do	259 00
Pelee Island and Pelee Island East.....	W. Haggins.....	11	1	12 do	61 00
do do.....	do.....	11	1	Part of seasons 1896 & 1897	46 67
Perch Station and Railway Station.....	R. Bright.....	2	2	12 months.	50 00
Petrola and Letter Boxes.....	C. McRitchie.....	12	12	do	1 00

Post Office Department.

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Petrolea and Railway Station	P. Barclay	$\frac{1}{4}$	24	9 mos. (to Mar. 31, '97).	65 80
do do	R. E. Germain	$\frac{3}{8}$	24	3 do from do	18 75
do do	(G.T.) Grand Trunk Ry	275 ft.	6	12 do	22 00
Petrolea and Wilsoncroft	E. L. Wilson	$\frac{4}{8}$	2	12 do	100 00
Pike Creek and Railway Station	E. Desmarais	$\frac{3}{8}$	6	9 do (to Mar. 31, '97).	30 00
do do	W. Belanger	$\frac{3}{8}$	6	3 do from do	10 83
Point Edward and Sarnia	H. W. Mills	2	12	12 do	313 00
Pond Mills and Railway Station	J. Gilmore	$\frac{3}{4}$	3	12 do	75 00
Port Burwell and Port Rowan	J. Thompson	$\frac{23}{4}$	6	9 do (to Mar. 31, '97).	376 53
do do	S. A. Green	$\frac{25}{8}$	6	3 do from do	118 75
Port Dover and Railway Station	B. J. Evans	$\frac{1}{2}$ & $\frac{3}{4}$	6 & 12	9 do (to Mar. 31, '97).	66 75
do do	do	$\frac{1}{2}$ & $\frac{3}{4}$	18	3 do from do	19 75
Port Franks and Thedford	G. Burley	$\frac{6}{8}$	3	9 do (to Mar. 31, '97).	67 11
do do	A. Kinnerly	$\frac{6}{8}$	3	3 do from do	19 50
Port Lambton and Railway Station	G. Booth	$\frac{1}{2}$	12	12 do	48 00
Port Rowan and Railway Station	R. W. Meadows	$\frac{3}{4}$	12	12 do	100 00
Port Ryerse and Simcoe	P. McCoy	6	6	12 do	169 00
Port Stanley and Railway Station	M. Payne	$\frac{1}{4}$	24	11 do (to May 31, '97).	146 67
do do	do	$\frac{1}{4}$	24	1 do from do	6 67
Pottersburg and Railway Station	W. J. Barnes	50 yds.	12	12 do (less fine)	49 08
Puce and Railway Station	W. Miller	$\frac{1}{4}$	12	12 do	45 00
Ratho and Railway Station	G. Steedsman	$\frac{1}{4}$	6	12 do	52 00
Renton and Railway Station	W. Blanchard	$\frac{1}{4}$	12	12 do	52 00
Renton and Tyrrell	do	$\frac{1}{4}$	3	12 do	52 00
Renwick and Romney	G. H. Thompson	2	3	12 do	50 00
Richwood and Railway Station	W. Taylor	$\frac{3}{4}$	6	12 do	78 25
Ridgetown and Railway Station	L. S. Hancock	1	24	12 do	250 40
Rockford and Railway Station	M. Cook, jr.	$\frac{3}{4}$	6	9 do (to Mar. 31, '97).	108 75
do do	W. Richards	$\frac{3}{4}$	6	3 do from do	27 50
Rodney and Railway Station	A. Humphrey	30 rods.	24	12 do	125 20
Round Plains and Waterford	D. Ketchum	4	3	12 do	60 00
Rowan Mills & Walsington Centre	S. Bressan	$\frac{7}{8}$	3	12 do	114 00
Ruscom Station and Railway Station	J. D. Mathers	50 yds.	12	12 do	40 00
Ruthven and Railway Station	T. H. Wigle	$\frac{1}{4}$	12	12 do	78 00
St. George and Railway Station	J. Woodley	1	24	12 do	281 70
St. Joachim, River Ruscom and Railway Station	J. Bacon	3	6	12 do	123 00
St. Thomas and Railway Station	A. E. Marlatt	1	84	12 do	663 24
St. Thomas and Sparta	J. Oke	11	6	12 do	139 00
St. Thomas and Street Letter Boxes	O. C. Boughner	3	12	12 do	175 00
St. Thomas and Talbotville Royal	J. Wait	$\frac{3}{4}$	6	12 do	130 00
St. Williams and Railway Station	J. H. Cope	$\frac{3}{8}$	12	12 do	100 00
Sandwich and Windsor	V. Onellette	2	6	6 do (to Dec. 31, '96).	80 00
do do	E. Gignac	2	6	6 do from do	49 50
Sarnia and Railway Station (E. & H.)	J. Lucas	100 yds.	24	12 do	149 00
Sarnia and Port Huron	J. P. Dawson	2	12	12 do	150 00
Sarnia and Street Letter Boxes	do	$\frac{2}{4}$	12	6 do (to Dec. 31, '96).	74 50
do do	J. Lucas	$\frac{2}{4}$	12	6 do from do	54 50
Scotland and Railway Station	A. P. Taylor	$\frac{1}{4}$	12	12 do	62 60
Seckerton and Railway Station	W. Gray	2	3	12 do	74 88
Shedden and Railway Station	J. Horton	$\frac{1}{4}$	12	12 do	50 00
Silver Hill and Tain	E. Mayo	$\frac{2}{3}$	2	12 do	35 00
Simcoe and Air Line Railway Station	H. W. Pursel	1	24	4 do 15 days (to Nov. 15, '96)	82 24
do do	do	1	18	7 do 15 days (from Nov. 15, '96)	127 05
Simcoe and Railway Station (G. B. & L. E.)	do	$\frac{1}{2}$	24	12 do	155 12
Sombra and Railway Station	J. Whiteley	$\frac{1}{4}$	12	12 do	50 00
Sombra and Thornyhurst	A. Hohn	6	2	12 do	40 56
Sombra and Wilke-port	A. Maitland	8	6	12 do	170 00
Springfield and Railway Station	J. Hoffmann	$\frac{1}{8}$	12	12 do	78 25

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Springford and Railway Station	H. P. Havens	3	6 & 12	12 months	190 00
Staples and Railway Station	W. Maricle	30 rods.	6	3 do (to Sept. 30, '96)	8 00
do do	D. R. Menzies	30 rods.	6	9 do from do	24 00
Strathallan and Woodstock	G. Teetzel	14	16	9 do (to Mar. 31, '97)	225 00
Strathallan and Woodgreen	A. Crothers	3	3	12 do	39 00
Strathroy and Street Letter Boxes	W. McColl	220 yds.	18	12 do	50 00
Sweaburg and Woodstock	W. H. Burton	6	3	12 do	86 00
Sylvan and Thedford	W. Randall	5	6	3 do (from Apr. 1, '97)	36 00
Sylvan and Widder	do	3	6	9 do (from July 1, '96)	108 00
Tavistock and Railway Station	G. Matheson	$\frac{1}{2}$	12	12 do	50 00
Teeterville and Windham Centre	T. J. Arthur	3	6	12 do	105 00
Thamesford and Railway Station	N. C. McCarty	$\frac{1}{2}$	12	12 do	125 20
Thamesville and Railway Station	H. L. Johnson	525 yds.	12	9 do (to Mar. 31, '97)	54 00
do do	do	525 yds.	12	3 do from do	15 00
Thedford and Railway Station	R. Wilson	150 yds.	6	12 do	29 00
The Grove and Railway Station	T. A. Robinson	$\frac{1}{2}$	12	12 do	50 00
Tilbury and Railway Station	J. Bartley	$\frac{1}{2}$	12	10 do (to Apr. 30, '97)	234 90
do do	D. Scriver	$\frac{1}{2}$	24	2 do from do	11 67
Tilsonburg and Railway Stn. (C.S.)	C. Becker	2	12	12 do	200 00
Tilsonburg and Railway Stn. (G.T.)	E. Becker	1	12	6 do (to Dec. 31, '96)	71 10
do do	J. Girvin	1 $\frac{1}{4}$	12	6 do from do	60 00
Townsend Centre and Waterford	E. S. Gable	3	6	12 do	65 00
Tupperville and Railway Station	A. Wickens	30 yds.	12	12 do	50 08
Turnerville and Railway Station	W. Turner	100 ft.	6	12 do	30 00
Tuscarora and Railway Station	S. J. McKelvey	$\frac{1}{4}$	6	9 do (to Mar. 31, '97)	58 75
do do	do	$\frac{1}{4}$	6	3 do from do	15 60
Tyrconnell and Wallacetown	Mrs. C. Hall	4	6	12 do	105 00
Uttoxeter and Wanstead	N. K. Nesbitt	6	3	12 do	100 00
Vandecar and Woodstock	J. Coneybeare	9 $\frac{3}{4}$	3	12 do	140 00
Vanessa and Railway Station	J. C. Rock	3	12	12 do	215 00
Vereker and Railway Station	J. Bondy	3	6	12 do	172 15
Villa Nova and Railway Station	M. McAlpine	$\frac{1}{2}$	6	12 do	50 00
Vittoria and Railway Station	W. E. Belore	$\frac{1}{2}$	12	7 do (to Jan. 31, '97)	46 67
do do	S. Otley	$\frac{1}{2}$	12	5 do from do	20 42
Vittoria and Walsh	do	4	6	12 do	125 00
Walkers and Railway Station	J. Greaves	$\frac{1}{2}$	12	12 do	40 69
Walkerville and Railway Stn. (G.T.)	W. B. Vrooman	100 yds.	36	12 do	187 80
Walkerville and Railway Station (L. E. & D. R.)	do	125 yds.	6	12 do	60 00
Wallaceburg and Railway Station	M. Doyle	$\frac{1}{2}$	24	12 do	85 00
Wallacetown and Railway Station	Mrs. C. Hall	2 $\frac{1}{2}$	12	12 do	150 00
Walnut and Watford	A. Black	6	2	12 do	100 00
Wardsville and Railway Station	J. Wilson	3	12	12 do	135 00
Warwick and Railway Station	T. Willoughby	8	6	12 do	195 00
Waterford and Railway Station	E. S. Gable	$\frac{1}{4}$	12	12 do	40 69
Waterford and Railway Stn. (C.S.)	L. S. Dean	$\frac{1}{4}$	12	12 do	65 00
Waubuno and Railway Station	J. Mason	4	6	12 do	140 85
Weidman and Railway Station	T. Hoag	25 yds.	12	12 do	31 30
West Lorne and Railway Station	D. McKillop	$\frac{1}{8}$	12	12 do	40 00
Whitebread Station and Railway Station	P. H. McDonald	50 yds.	12	12 do	40 00
Wilson and Main Post Road	L. B. Wilson	1 $\frac{1}{2}$	3	12 do	50 00
Wiltonburg and Railway Station	P. Murray	$\frac{1}{2}$	6	12 do	45 00
Windham Centre and Railway Stn.	C. Baker	$\frac{1}{4}$	12	12 do	29 88
Windsor and Detroit, U.S.	M. H. McCarthy	2	18	9 do (to Mar. 31, '97)	483 75
do do	A. McCarthy	2	18	3 do from do	106 25

Post Office Department.

DETAIL of all payments for Mail Transportation in London Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Windsor and Railway Stn. (C. S.)	M. H. McCarthy	1	24	9 mos. (to Mar. 31, '97).	210 60
do do	N. Elliott	1	24	3 do from do	51 48
Windsor and Railway Station (L. E. & D. R.)	M. H. McCarthy	1½	12	9 do (to Mar. 31, '97).	141 00
do do	do	1½	12	3 do from do	37 44
Windsor and Street Letter Boxes	J. Dyer	4½	19	9 do (to Mar. 31, '97).	270 00
do do	M. H. McCarthy	85½	19	3 do from do	49 75
Wolverton and Railway Station	J. Line	1½	12	12 do	89 00
Woodslee and Railway Station	J. Bishop	1½	12	12 do	156 00
Woodstock and Custom House	W. McCleneghan	asreq	12	12 do	31 30
Woodstock and Railway Stn. (C.P.)	J. A. McKenzie	¾	12	12 do	125 00
Woodstock and Railway Station (P. D. & L. H.)	do	¾	24	12 do	190 00
Woodstock and Street Letter Boxes	R. Kerr	3½	18	12 do	140 00
Woodstock Station and Postal Car	R. Scott	1	12	12 do	18 00
Wyton Station and Railway Stn.	G. Scatcherd	¾	12	12 do	20 00
Yarmouth Centre and Railway Stn	G. A. Parlee	½	6	6 do (to Dec. 31, '96).	60 00
do do	W. R. Doherty	½	6	6 do from do	47 50
				Total.....	\$56,108 77

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alameda and Moosomin	G. Wilson	87	1	12 months	800 00
Alameda and Railway Station	S. Colwell	$\frac{1}{2}$	4	12 do	58 28
Alameda and Roscoe	T. Heaslip	10	1	12 do	45 00
Alexander and Pendennis	J. Cousins	19	1	12 do	145 00
Alexander and Railway Station	J. F. Walker	$\frac{1}{2}$	12	12 do	156 50
Alma and Percy	F. Z. DeGagne	$\frac{8}{8}$	1	4 do (from Mar. 1, '97)	17 00
Almasippi and Campbellville	J. Lawrenson	8	1	12 do	70 00
Altamont and Railway Station	H. Mussell	$\frac{1}{2}$	6	12 do	59 40
Altona and Railway Station	Schultz & Hansen	$\frac{1}{2}$	12	12 do	50 12
Alvena and Duck Lake	W. Boyer	25	1	6 do (to Dec. 31, '96)	71 50
do do	J. Caron	25	1	6 do from do	40 00
Arden Station and Purple Ridge	P. B. Robinson	13	1	12 do	54 00
Arden Station and Railway Station	M. E. Boughton	$\frac{1}{2}$	6	12 do	50 16
Argyle and Woodlands	E. de Laroque	13	2	12 do	100 00
Arizona and Sidney	C. Parkinson	8	1	12 do	75 00
Armstrong's Lake and Railway Station (Rokeyby)	J. Sharp	$1\frac{1}{2}$	1	12 do	52 00
Arnald and Dominion City	J. M. Martineau	9	2	6 do (to Dec. 31, '96)	104 00
do do	do	9	2	3 do (to Mar. 31, '97)	26 00
do do	do	9	1	3 do from do	13 00
Arrochar and Railway Station	R. McDonald	$\frac{3}{4}$	3	12 do	40 08
Arrow River, Parkisimo, Arrowton, etc.	D. Rowan	7 & 20 $\frac{1}{2}$	1	1 do (to July 31, '96)	15 41
Arrow River, Parkisimo, Arrowton, etc.	do	7 & 26 $\frac{1}{2}$	1	11 do from do	206 58
Asessippi and Russell	G. McDonald	15	2	12 do	220 00
Asessippi and Tumbell	J. Edwards	14	ftly.	12 do	48 00
Aubigny and Railway Station (Silver Plain)	H. Mousseau	2 $\frac{1}{2}$	2	12 do	66 69
Austin and Railway Station	F. Avery	$\frac{1}{2}$	12	12 do	70 21
Aweme and Two Rivers	C. Bellhouse	$\frac{5}{8}$	1	11 do (to May 31, '97)	55 00
Aweme and Treesbank	J. H. Clark	8	1	1 do from do	7 58
Bagot and Railway Station	J. C. Lowrie	$\frac{1}{2}$	12	12 do	60 21
Bagot and Rossendale	J. C. Glover	12	1	12 do	75 00
Balcarres and Indian Head	C. E. Johnston	36	2	12 do	455 00
Baldur and Grund	S. Christopher-son	6	2	12 do	116 00
Baldur and Railway Station	J. Chester	$\frac{1}{2}$	6	12 do	74 25
Balgonie and Davin	G. W. Elliott	14	1	3 do (from Apr. 1, '97)	18 75
Balgonie and Hedsford	W. Cockwell	12	1	12 do	125 00
Balgonie and Kronan	G. W. Elliott	24	1	9 do (to Mar. 31, '97)	93 75
Balgonie and Railway Station	J. B. Hawkes	$\frac{1}{2}$	14	12 do	100 73
Balmarino and Binscarth	R. B. Johnston	5	2	12 do	48 00
Balmoral and Pleasant Home	W. J. Barbour	18	1	12 do	96 00
Balmoral and Stonewall	do	8	3	12 do	98 00
Banting and Railway Station	T. E. M. Banting	$\frac{1}{2}$	4	12 do	38 85
Bardal and Reston	W. H. McDougall	19	1	6 do (to Dec. 31, '96)	60 00
do do	G. R. Lusk	19	1	6 do from do	52 00
Barnsley and Railway Station	W. O. Taylor	$\frac{3}{4}$	3	6 do (to Dec. 31, '96)	17 32
do do	do	$\frac{1}{2}$	3	6 do from do	15 60
Bates and Carman	R. Squires	10 $\frac{1}{2}$	2	12 do (less fine)	153 51

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Battleford and Meota.....	A. H. Mannix.....	22	ftly.	6 mos. (to Dec. 31, '96).	78 00
do do.....	A. Nolin.....	22	ftly.	6 do from do	58 50
Battleford and Onion Lake.....	Leeson & Scott.....	102	ftly.	12 do	1,762 20
Battleford and Saskatoon.....	do.....	90	2	12 do	7,049 20
Beaconsfield and Swan Lake.....	J. S. Rice.....	14	2	3 do (to Sept. 30, '96).	58 24
do do.....	R. C. Griffith.....	14	2	9 do from do	104 25
Bear's Hill and Wetaskiwin.....	O. Kling.....	5½	2	12 do	90 00
Beaumont and South Edmonton.....	L. Gagnon.....	13	1	9 do (to Mar. 31, '97).	56 25
do do.....	O. Gaudreau.....	13	1	3 do from do	18 75
Beausejour and Brokenhead.....	O. W. Thomas.....	14	1	12 do	85 00
Beausejour and Railway Station.....	J. L. Turner.....	16	6	12 do	62 60
Beausejour and St. Owens.....	H. A. Gibson.....	2¼	3	12 do	50 00
Beaver Hills and Fort Saskatchewan.....	G. Doze.....	10	1	12 do	78 00
Beaver Lake and Fort Saskatchewan.....	W. B. Ross.....	60	ftly.	6 do (to Dec. 31, '96).	104 00
do do.....	O. F. Braden.....	60	ftly.	6 do from do	97 50
Beaver Lake and Vegreville.....	J. Poulin.....	16	ftly.	6 do (to Dec. 31, '96).	37 00
do do.....	E. Poulin.....	16	ftly.	3 do (to Mar. 31, '97).	16 25
do do.....	H. Poulin.....	16	ftly.	3 do from do	16 25
Belcourt and Poplar Point.....	T. H. Brown.....	4½	2	12 do	60 00
Bellevue and Pipestone.....	P. McKinnon.....	6	1	6 do (to Dec. 31, '96).	25 00
Belmont and Ninette.....	W. Smellie.....	8	1	3 do (to Sept. 30, '96).	26 00
do do.....	R. K. Houghton.....	8	1	9 do from do	67 50
Belmont and Railway Station.....	W. Smellie.....	¾	6	12 do	49 58
Belses and Pipestone.....	J. McKinnon.....	5½	1	12 do	52 00
Beresford and Railway Station.....	W. Cannon.....	1½	6	12 do	50 16
Beulah and Elkhorn.....	G. W. Marsh.....	25½	2	12 do	400 00
Beverley and Melita.....	F. J. Barker.....	14	1	3 do (to Sept. 30, '96).	26 00
do do.....	W. Barker.....	14	1	6 do (to Mar. 31, '97).	52 00
Binscarth and Railway Station.....	E. H. Williams.....	17	2	12 do	73 10
Binscarth and Russell.....	H. R. Du Pré.....	12	1	12 do	98 80
Binscarth and Saltcoats.....	H. Skeoch.....	52	1	9 do (to Mar. 31, '97).	272 00
do do.....	W. Diamond.....	52	1	3 do from do	90 00
Binscarth and Seeburn.....	O. Seebach.....	14	1	12 do	100 00
Binscarth and Silver Creek.....	R. Rutherford.....	14	1	9 do (to Mar. 31, '97).	90 00
do do.....	J. Rutherford.....	14	1	3 do from do	24 00
Birds Hill and Railway Station.....	G. Chudleigh.....	½	6	12 do	125 20
Birtle and Hamiota.....	A. E. Brown.....	34	1	12 do	273 00
Birtle and Moosomin.....	J. M. Armstrong.....	40	2	9 do (to Mar. 31, '97).	390 00
do do.....	McMillan & Elliott.....	40	2	1 do (to April 30, '97).	43 33
do do.....	J. E. Rolston.....	40	2	2 do from do	83 16
Birtle and Railway Station.....	G. Campbell.....	½	4	12 do	49 20
Birtle and Warleigh.....	J. C. Dudley.....	8	1	12 do	60 00
Blythfield and La Salle.....	W. H. Mellow.....	14	1	12 do	145 00
Boharm and Moose Jaw.....	B. Smith.....	11	1	12 do	75 00
Boissevain and Heaslip.....	C. A. Irvine.....	20½	2	12 do	249 00
Boissevain and Railway Station.....	A. McKnight.....	½	6	12 do	76 75
Boissevain and Sheppardville.....	W. A. Munro.....	17	2	12 do	171 60
Boissevain and Wapaha.....	do.....	14	1	9 do (to Mar. 31, '97).	89 70
do do.....	W. Mulgrove.....	10	2	3 do from do	27 50
Boissevain and Wasserva.....	do.....	10	2	9 do (to Mar. 31, '97).	81 45
Boissevain and West Hall.....	G. L. Brown.....	23	1	3 do (from Apl. 1, '97).	31 25
Boscurevis and Oxbow.....	R. J. Noble.....	14	1	12 do	119 00
Boucher and Duck Lake.....	W. Boyer.....	25	1	10 do (to April 30, '97).	129 56
Bowden and Railway Station.....	C. Moore.....	¾	4	12 do	80 08
Bradwardine, Logoch, Ralphtown, etc.....	W. Beamish.....	14 & 7	1	12 do	165 00
Brandon and Forest Station.....	J. Hillis.....	10	1	6 do (to Dec. 31, '96).	62 40
Brandon and Hayfield.....	J. Crompton.....	12	2	9 do (to Mar. 31, '97).	131 25
do do.....	J. Howe.....	12	2	3 do from do	36 00
Brandon and Railway Stations (C.P.R. and N.P.R.).....	J. C. Kavanagh.....	¼ & ¼	26	10 do (to April 30, '97).	478 73
do do.....	C. S. Wilson.....	¼ & ¼	18 & 6	2 do from do	52 29
Brandon and Rapid City.....	C. J. Wolfe.....	20	6	6 do (to Dec. 31, '96).	310 50
				less fine.....	

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brandon and Rapid City	R. E. McGregor.	20	6	4 mos. (to April 30, '97).	
do do	S. S. Teeple.	20	6	2 do from do	333 68
Brandon and Rounthwaite	J. E. Stady.	14, 6	2	Special trips.	83 33
Brandon and Shrubland	E. Pitman.	123	2	12 months.	3 50
Brandon Hills and Railway Station.	J. Baker.	2	2	12 do	185 00
Bredenbury and Railway Station	H. Porter.	2	1	12 do	130 00
Brice and Dewdney	H. Brice.	6	1	8 do (to Feb. 28, '97).	29 42
Brice and Okotoks	do	6	1	4 do (from Mar. 1, '97).	26 00
Bridge Creek and Franklin	W. H. Campbell.	34	3	12 do	13 00
Brierwood and Roden	W. H. Gray.	6	1	12 do	107 00
Broadview and Cotham	C. R. Boulton.	17	1	11 do (to May 31, '97).	65 00
do do	W. H. Willway.	17	1	1 do from do	73 33
Broadview and Fitzmaurice	T. J. Irwin.	20	1	12 do	6 66
Broadview and Hillesden	D. Ealey.	12	1	3 do (to Sept. 30, '96).	75 50
do do	J. Dash.	12	1	9 do from do	17 00
Broadview and Railway Station	J. Clementson.	1/2	14	6 do (to Dec. 31, '96).	81 66
do do	A. L. Brown.	1/2	14	3 do (to Mar. 31, '97).	39 60
do do	W. L. McCracken.	1/2	14	3 do from do	39 00
Brookdale and Carberry	S. Shannon.	20	1	12 do	125 00
Brookdale and Wapella	J. K. Schmidt.	25	1	12 do	129 00
Broomhill and Melita	G. P. Dodds.	12	1	12 do	91 00
Bru and Cypress River	H. Josephson.	7 1/2	2	12 do	100 00
Bruxelles and Holland	O. Girardin.	10	2	12 do	115 00
Burnbank and Two Creeks	G. Allison.	6	1	9 do (to Mar. 31, '97).	47 25
do do	W. Allison.	7 1/2	1	3 do from do	14 50
Burnside and Burnside Station	W. A. McIntosh.	4 1/2	2	9 do (to Mar. 31, '97).	112 50
Burnside and Railway Station	J. K. Fox.	1/2	12	12 do	50 20
Burnside and Ridgeland	W. A. McIntosh.	4 1/2	2	3 do (from Apl. 1, '97).	37 50
Cailmount and Ferndale	R. Cail.	8	1	12 do	45 00
Calf Mountain and Thornhill	F. Bolton.	7 1/2	2	12 do	130 00
Calgary and Custom House	G. C. King.	6	6	12 do	25 00
Calgary and Jumping Pond	W. W. Stuart.	25	1	12 do	250 00
Calgary and Millarville	R. Gillespie.	28	1	12 do	200 00
Calgary and Okotoks	J. Paterson.	26	2	Special service	4 00
Calgary and Railway Station	W. Slingsby.	1/4	22	12 months and extra trips	509 47
Calgary and Street Letter Boxes	E. King.	1/4	20	12 do	60 00
Camille and Treherne	W. J. Parker.	12	2	12 do	247 20
Cannington Manor and Moosomin	J. Deavitt.	49 3/4	1	6 do (to Dec. 31, '96).	160 00
do do	do	42	1	6 do from do	135 00
Cannington Manor and Percy	H. King.	37	1	3 do from April 1, '97.	67 50
Carberry and Neepawa	S. Chatwin.	33 1/4	3	6 do (to Dec. 31, '96).	249 24
do do	G. Thompson.	33 1/4	3	6 do from do	187 50
Carberry and Railway Station	S. Shannon.	1/4	14	12 do	146 00
Cardston and Colles	H. C. Colles.	8	1	6 do (to Dec. 31, '96).	75 00
do do	W. Pitcher.	8	1	6 do from do	46 25
Cardston and Lethbridge	H. S. Allen.	45	1	12 do	390 00
Cardston and Mountain View	J. H. Gold.	16	1	12 do	90 00
Carievale and Railway Station	S. Bishop.	1/4	4	12 do	53 81
Carlingville and Hamiota	T. Hamilton.	10	1	12 do	96 00
Carmen, Lintrathen, Roseisle, &c.	R. Squires.	12 1/2 & 26	1	12 do	309 00
Carman and Railway Station	do	1/4	6	12 do	76 75
Carman and Roland	J. Bruce.	13	1	Special service	2 00
Carnduff and Oakley	R. B. Boddy.	11	1	9 months (to Mar. 31, '97).	58 50
do do	J. P. Carnduff.	11	1	3 do from do	18 75
Carnduff and Railway Station	do	1/4	4	12 do	57 04
Carnoustie and Wapella	J. K. Schmidt.	22	1	12 do	117 48
Caron and Railway Station	A. H. Powell.	1/4	3	12 do	30 61
Carroll and Railway Station	H. Bingham.	1/4	6	12 do	122 80
Carsdale and Lumsden	W. C. Hamilton.	5	2	6 do (to Dec. 31, '96).	39 00
do do	W. L. Clark.	5	2	3 do 13 days (to April 13, '97).	
Cartwright and Railway Station	T. S. Menary.	1/8	6	12 do	18 29
					51 15

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Cartwright and Roseberry	J. Neelin	11	1	3 mos. (from April 1, '97)	19 50
Castleberry and Shellmouth..	J. Gilchrist	14	1	12 do	105 00
Cedar Park and Cook's Creek	E. Grimshaw	5½	1	12 do	39 00
Chater and Railway Station	J. G. Hoey	12	6	do (to Dec. 31, '96)..	45 58
do do	R. A. McLaren	12	3	do (to Mar. 31, '97)..	29 61
do do	H. Nelson	12	3	do from do	23 40
Churchbridge and Railway Station.	B. D. Westman	2	6	do (to Dec. 31, '96).	32 50
do do	do	2	6	do from do	23 52
Churchbridge and Summer	L. Pearpoint	32	1	12 do	219 00
Churchbridge and Thingvalla	S. Johnson	5	1	12 do	32 00
Clarkleigh and Cold Springs	W. Fidler	11	1	9 do (to Mar. 31, '97).	60 00
Clarkleigh and Lundyville	J. Clark, jr.	18	2	12 do	129 00
Clarkleigh and Radway	W. Edwards	7	2	10 do (to April 30, '97).	54 16
do do	G. Lamoureux	7	2	do from do	9 95
Clarkleigh and Reaburn	R. K. Wilson	41½	2	12 do	290 48
Clarkleigh and Seamo	E. Fingland	6	2	12 do	60 00
Clearwater and Railway Station ..	W. Cranston	1	6	12 do	88 56
Coalfields and Railway Station ..	W. Hamilton	3	3	5 do 14 days (from Jan. 18, '97)	67 30
Cold Springs and Mary Hill	H. Lenglet	8	1	3 do (from April 1, '97)	13 00
Colleston and Steep Creek	R. C. Smyth	15	1	12 do	100 00
Cook's Creek and Winnipeg	L. Goulet	22	2	12 do	295 00
Cordona and Selden	H. Jamieson	3	2	12 do	74 00
Coteau and Percy	D. McDougall	7	1	12 do	52 00
Cottonwood and Pense	T. E. Hind	10	2	12 do	130 00
Coulter and Melita	W. F. Coulter	18	1	12 do	117 00
Coutts and Railway Station	W. G. Davis	4	6	12 do	37 60
Craven and Kennell	L. H. Hoskins	12	1	12 do	78 00
Craven and Tregarva	E. Tegart	7½	1	12 do	75 00
Crescent Lake and Saltoats	V. Dures	18	1	6 do (to Dec. 31, '96)..	71 50
do do	do	19	1	3 do (to Mar. 31, '97)..	32 50
do do	J. J. Peck	19	1	3 do from do	25 00
Crewe and Fort Ellice	J. Ellis	8½	2	3 do (to Sept. 30, '96).	37 50
do do	R. Ellis	8½	2	9 do from do	112 50
Crystal City and Railway Station ..	H. J. Taylor	8	6	12 do	88 56
Cypress River and Railway Station	A. Creighton	6	6	12 do	52 47
Cypress River and St. Alphonse...	F. Chapdelaine ..	11	2	12 do	150 00
Daly and Virden	W. McKenzie	10	1	12 do	64 00
Danvers and Scandinavia	J. Amunson	8	1	9 do (to Mar. 31, '97).	19 50
Dauphin and Glenlyon	C. K. Playford ..	36	1	3 do (from April 1, '97)	52 94
Dauphin and Mossy River	do	47	3	do (from April 1, '97)	33 26
Dauphin and Neepawa	S. Chatwin	49	1	3 do (from April 1, '97)	250 00
Dauphin and Spruce Creek	C. Hick	14	1	3 do (from April 1, '97)	27 50
DeClare and Welwyn	W. Ray	7	1	9 do (to Mar. 31, '97).	55 50
do do	A. McArthur	7	1	3 do from do	17 25
Deerwood and Railway Station	J. S. C. Wilde	2	2	12 do	49 51
Deleau and Railway Station	J. B. Abraham	1	6	12 do	46 65
Deloraine and Railway Station	W. H. Clancie	1½	6	6 do (to Dec. 31, '96).	62 40
do do	J. Gleeson	1½	6	6 do from do	37 75
Deloraine and Waskada	A. Stewart	46½	2	12 do	292 68
Dempsey and Souris	J. Dempsey	10	1	12 do	90 00
Dennington and Percy	R. C. Kisbey	28	1	9 do (to Mar. 31, '97).	209 25
Dewdney and Lineham	G. C. S. Paterson ..	18	1	6 do (to Dec. 31, '96).	49 00
do do	do	41	1	1 do 16 days (to Feb. 28, '97)	19 92
do do	H. Denning	18	1	Extra trips	3 76
Dewdney and Pantina	G. C. S. Paterson ..	9	1	6 mos. (to Dec. 31, '96).	42 50
do do	D. Gray	1	15	days (to Jan. 15, '97).	2 70
Dewdney and Railway Station	J. Paterson	1	4	8 mos. (to Feb. 28, '97).	26 92
De Winton and Dunbow	W. O. Somerville ..	12½	1	12 do (to Feb. 28, '97).	151 00
De Winton and Railway Station ..	H. McNeill	2	4	12 do	52 50
De Winton and Rosebud	W. O. Somerville ..	1	1	12 do	26 50
Didsbury and Railway Station	J. B. Detwiler	1	4	12 do	29 93

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dominion City and Emerson	C. Whitman	10	6	7 mos. (to Jan. 31, '97), less fine	337 50
do do	J. H. Vanwhort	10	6	5 do from do	122 00
Dongola and Spy Hill	A. R. Miller	10	1	12 do	100 00
Dongola and Valley View	T. Moore	4½	1	12 do	44 00
Donore and La Salle	C. Wheatland	8	1	6 do (to Dec. 31, '96)	40 00
do do	do do	8	1	6 do from do	29 30
Douglas Station and Creeford	J. Ryder	40½	2	12 do	260 00
Douglas Station and Railway Station	G. Brooks	½	12	12 do	80 30
Dry River and Mariapolis	C. H. Carbonneau	6	1	9 do (to Mar. 31, '97)	37 50
do do	A. Barsalou	6	1	1 do (to April 30, '97)	3 33
do do	do do	4	1	2 do from do	5 00
Duck Lake and Mistawasis	H. J. Craig	58	1	6 do (to Dec. 31, '96)	157 50
do do	J. Sangret	58	1	6 do from do	87 50
Duck Lake and Railway Station	Mrs. E. Grundy	½	4	12 do	71 40
Duck Lake and St. Louis	W. Boyer	25	1	2 do (from May 1, '97)	25 91
Dufresne and Rosewood	J. Hourie	4	2	11 do (from Aug. 1, '97)	64 16
Duhamel and Wetaskiwin	J. Laboucan	28	1	9 do (to Mar. 31, '97)	120 00
do do	R. V. Campbell	28	1	3 do from do	39 75
Dumara and Selkirk	J. Fauvel	16½	2	12 do	183 00
Dundurn and Railway Station	R. McCordick	2	4	9 do (to Mar. 31, '97)	52 73
do do	A. Blackley	2	4	3 do from do	18 04
Dunleath and Saltcoats	D. MacDonald	9	1	12 do	60 00
Dunmore Junction and Josephsburg	J. Dunn	27	1	12 do	200 00
Dunmore Junction and Railway Station	W. J. Horner	½	20	12 do and extra trips	178 90
East Selkirk and Railway Station	D. Millar	¾	12	8 do (from Nov. 1, '96)	95 77
Edgeley Farm and Qu'Appelle Station	J. R. Brown	8½	2	9 do (to Mar. 31, '97)	131 25
do do	W. Sides	8½	2	2 do (to May 31, '97)	20 00
do do	do do	8½	2	1 do from do	11 66
Edmonton and Fort Saskatchewan	C. T. Stewart	32	2	12 do	745 68
Edmonton and Horse Hills	J. J. Bell	11	1	12 do	60 00
Edmonton and Railway Station	M. McCauley	2	4	12 do	187 20
Edmonton and St. Albert	E. Courchene	10	2	12 do	100 20
Edmonton and Shaftsbury Mission	R. Secord & J. A. McDougall	370	Special service		185 00
Edmonton and Stony Plain	G. Sutherland	25	1	12 months	150 00
Elkhorn and Heron	J. H. Cavanagh	22	1	5 do (from Aug. 1, '96)	74 47
do do	J. Robinson	22	1	3 do (to Mar. 31, '97)	38 75
do do	W. E. Hulme	22	1	3 do from do	37 00
Elkorn and Kola	J. H. Cavanagh	16	1	1 do (to July 31, '96)	10 83
Elkhorn and Maryfield	W. J. Parlett	16½	1	6 do (to Dec. 31, '96)	52 00
do do	do do	16½	1	3 do 15d. (to Apr. 15, '97)	25 55
do do	H. Hunter	16½	1	2 do 15d. from do	19 83
Elkhorn and Railway Station	J. McLeod	½	14	12 do	182 98
Ellerslie and Railway Station	J. W. McLaggan	½	4	7 do (from Dec. 1, '96)	26 17
Elm Creek and Railway Station	J. Rinn	½	3	12 do	38 50
Elm Valley and Reston	W. H. McDougall	17	1	6 do (to Dec. 31, '96)	70 00
do do	D. W. Grimmett	17	1	3 do (to Mar. 31, '97)	35 00
do do	A. Bonniman	17	1	3 do from do	30 00
Elphinstone and Strathclair Station	J. Craig	11½	2	12 do	160 00
Elva and Railway Station	H. J. Archibald	½	4	12 do	52 25
Emerson and Gretna	J. H. Vanwhort	18	Special service		10 00
Emerson and Joseph River Bridge	do do	2	do do		4 50
Emerson and Railway Station	do do	1	12	12 months	58 20
Emerson and Pembina	W. Langmuir	3	Special trip		1 00
Emerson and Stuartburn	W. S. Millar	29½	1	12 months	234 00
Erinview and Scotsview	C. Neal	14	1	3 do (to Sept. 30, '96)	16 25
do do	F. Ward	14	1	9 do from do	48 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Erinview and Stonewall	D. Gunn	29	1	12 months	180 00
Estevan and Railway Station (Pasqua section)	M. H. King	24	14	12 do	136 40
Estevan and Railway Station	P. C. Duncan	24	2	12 do	34 40
Fairfax and Souris	J. Taylor	9	1	12 do	100 00
Fairford and Lundyville	G. A. Kerr	85	mthly	6 do (to Dec. 31, '96)	96 00
do do	D. Taylor	85	mthly	3 do (to Mar. 31, '97)	47 50
Fairford and The Narrows	H. Einarsson	60	mthly	3 do (from Apr. 1, '97)	37 50
Fairmede and Wapello	J. Kidd	16	1	6 do (to Dec. 31, '96)	67 50
Fannystelle and Railway Station	G. Cinq Mars	1	6	12 do	30 00
Fernton and Winnipeg	M. Peebles	4	2	12 do	100 00
Findlay and Grande Clairiere	N. Filteau	43	2	12 do	90 00
Findlay and Railway Station	J. W. Mackay	17	4	12 do	39 65
Fisher Bay and Icelandic River	W. Robinson	50	1	Part of seasons 1896 & '97	96 00
Fisher Bay Selkirk	do	150	1	do	6 00
Fishing Lake and Shebo	G. Johansson	24	Ftnly	2 months (to Aug. 31, '96)	10 83
Fishing Lake and Yorkton	E. A. Field	74	1	3 do (to Nov. 30, '96)	
do do	G. L. Scott	74	1	1 month 16 d Jan. 31, '97	101 40
do do	W. Lainport	74	1	3 do from do	109 07
Flee Island and Portage la Prairie	J. H. Routledge	18	1	6 do (to Dec. 31, '96)	100 00
do do	A. M. Bell	18	1	6 do from do	65 00
Fleming and Railway Station	B. B. Gilbert	1	12	12 do	61 25
Fletwode and White-wood	W. T. Warner	32	1	9 do (to Mar. 31, '97)	120 00
do do	F. Kennedy	32	1	3 do from do	175 50
Forest Farm and White-wood	do	12	1	1 do (to July 31, '96)	54 25
Fort a la Corne and Prince Albert	G. S. Reid	55	1	9 do (to Mar. 31, '97)	6 41
do do	J. Miller	55	1	3 do from do	366 75
Fort a la Corne and The Pas	J. McDougall	245	mthly	12 do	108 75
Fort Alexander and Peguis	W. A. Eaton	50	1	12 do	600 00
Fort Ellice and Pumpkin Plains	E. R. Lewarton	8	1	9 do (to Mar. 31, '97)	264 00
Fort Pelly and Yorkton	J. C. Murray	66	1	12 do	52 50
FortSaskatchewan and L'Amoureux	E. Berube	1	2	6 do (to Dec. 31, '96)	448 00
do do	E. St. Jean	1	2	6 do from do	12 50
Fort Saskatchewan and Pakan	W. R. Brereton	64	Ftnly	2 9 do (to Mar. 31, '97)	12 50
do do	O. F. Braden	64	Ftnly	3 do from do	243 75
Fox Warren and Railway Station	A. Laycock	1	4	12 do	48 75
Franklin and Railway Station	A. M. Anderson	1	6	12 do	80 00
Gainsborough and Railway Station	R. B. Elliott	1	4	12 do	50 16
Gainsborough and Workman	S. McCutcheon	20	1	12 do	52 25
Gartmore and Neepawa	S. Chatwin	91	1	9 do (to Mar. 31, '97)	184 00
Gartmore and Spruce Creek	A. Maynard	7	1	9 do (to Mar. 31, '97)	750 00
Gilbert Plains and Tamarisk	J. Watcher	7	1	3 do (from April 1, '97)	42 76
Gladstone and Golden Stream	D. McConnell	8	1	12 do	5 00
Gladstone and Mekiwin	J. McGregor	15	2	12 do	79 00
Gladstone and Railway Station	W. A. Sebastian	1	6	12 do	225 00
Gladstone and Tupper	L. Dunning	26	1	12 do	90 29
Gladys and High River	A. W. H. Thompson	12	1	12 do	199 00
Gleichen and Railway Station	E. Beupre	1	14	12 do	75 00
Gleichen and Strangmuir	A. W. Strange	15	1	12 do	72 25
Glen Adelaide and High View	D. Morrison	17	1	6 do (to Dec. 31, '96)	120 00
Glenboro' and Railway Station	J. Duncan	1	6	12 do	35 00
Glencross and Morden	A. Johnston	8	2	12 do	52 47
Glendale and Neepawa	D. Hamilton	12	2	12 do	150 00
Glenninning and Moropano	J. Cummings	6	1	12 do	148 00
Glen Ewen and Oxbow	J. T. Wiggins	9	1	12 do	39 00
Glenlyon and Lake Dauphin	J. M. Macneill	34	1	6 do (to Dec. 31, '96)	95 00
do do	C. K. Playford	34	1	3 do (to Mar. 31, '97)	159 95
Glenora and Pilot Mound	W. Tait	16	2	3 do (from Apr. 1, '97)	50 00
Gonor and Railway Station	J. Hay	3 1/2	2	12 do	48 10
					78 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Gordon and Sancte Andrea.....	J. Morrison.....	6	1	12 months.....	\$ 50 00
Graburn and Maple Creek.....	W. S. Bethune.....	35	1	9 do (to Mar. 31, '97).	123 75
do do.....	W. R. Abbott.....	41	1	3 do from do ..	58 50
Greenlaw and Red Deer.....	S. M. Bannerman.....	3	1	12 do ..	52 00
Greenway and Pasadena.....	A. Dingwall.....	5½	1	3 do 7 days (to Oct. 7, '96).....	12 10
Greenway and Railway Station.....	W. B. Cornock.....	¼	6	12 do ..	58 89
Grenfell and Hyde.....	G. A. E. Hyde.....	20	2	9 do (to Mar. 31, '97).	162 50
do do.....	W. Bristow.....	20 & 26	1	3 do from do ..	68 75
Grenfell and Railway Station.....	E. Fitzgerald.....	¼	14	12 do ..	204 40
Gretna and Railway Station.....	J. R. Hoffman.....	¼	14	6 do (to Dec. 31, '96).	128 80
do do.....	L. Calder.....	¼	14	6 do from do ..	64 08
Gretna and Reinland.....	I. Giesbrecht.....	17	2	12 do ..	198 08
Griswold and Hamiota.....	D. McMillan.....	49	2	12 do ..	600 00
Griswold and Railway Station.....	G. Lindsay.....	¼	13	9 do (to Mar. 31, '97).	81 59
do do.....	A. Hill.....	¼	13	3 do from do ..	27 09
Gull Lake and Railway Station.....	J. Houston.....	¾	7	12 do ..	25 00
Hague and Railway Station.....	G. Lovell.....	¼	4	12 do ..	14 71
Hamiota and Viola Dale.....	W. H. Brown.....	7	2	6 do (to Dec. 31, '96).	62 00
do do.....	W. Aronson.....	7	2	6 do from do ..	50 00
Hanlan and Meadow Lea.....	J. Macdonald.....	8½	2	12 do ..	92 00
Hargrave and Railway Station.....	H. Cutfield.....	¼	6	12 do ..	80 42
Harperville and Woodlands.....	J. Hallett.....	20	1	9 do (to Mar. 31, '97).	109 20
do do.....	J. Campbell.....	20	1	3 do from do ..	31 25
Harrowby and Railway Station.....	S. Blane.....	¼	2	12 do ..	30 60
Hartney and Melgund.....	S. H. Dickson.....	3	2	12 do ..	155 00
Hartney and Railway Station.....	do.....	¼	6	12 do ..	73 77
Hartney and West Hall.....	J. H. Hartney.....	13	1	1 do (to July 31, '96).	11 00
do do.....	G. Pettypiece.....	13	1	8 do (to Mar. 31, '97).	86 66
Hayward and Qu'Appelle.....	H. H. Hayward.....	12	1	12 do ..	44 00
Hazel Cliffe and Kaposvar.....	M. Berma.....	5	1	12 do ..	42 00
Headingly and Pigeon Lake.....	J. H. Black.....	12	2	8 do (from Nov. 1, '96)	121 33
Headingly and Railway Station.....	S. M. Francis.....	16	6	8 do (from Nov. 1, '96)	30 15
Hecla and Icelandic River.....	S. Frederickson.....	24	1	7 do 8 days (to Feb. 8, '97).	57 79
do do.....	do.....	24	1	2 do 29 days (to May 9, '97).	22 73
do do.....	K. Jansson.....	24	1	1 do 22 days from do ..	14 85
High Bluff and Railway Station.....	W. H. Cox Smith.....	1	12	12 do ..	88 94
High River and Pekisko.....	M. G. Stimson.....	25	1	12 do ..	175 00
High River and Railway Station.....	J. Limoges.....	16	4	12 do ..	40 38
High View and Wapella.....	R. E. Bonar.....	38	1	6 do (from Jan. 1, '97)	104 00
Hilton and Railway Station.....	J. Davies.....	¼	6	12 do ..	47 52
Hirsch and Railway Station.....	H. Mohr.....	¼	2	10 do (to April 30, '97).	26 14
do do.....	A. M. Olsen.....	¼	2	2 do from do ..	6 92
Hochstath and Steinbach.....	D. R. Loewen.....	16½	2	12 do ..	176 76
Holland and Railway Station.....	J. K. Holland.....	¼	6	12 do and extra trips..	89 87
Hollbroke and Railway Station.....	J. E. Aylwin.....	5½	2	10 do (to April 30, '97).	150 50
Hollbroke and Ponoka.....	do.....	5½	2	2 do from do ..	29 75
Holmfield and Railway Station.....	J. D. Orr.....	¼	6	12 do ..	51 15
Huns Valley and Minnedosa.....	J. Kovacs.....	18	1	12 do ..	95 00
Hyde and Tree (round route).....	G. A. E. Hyde.....	26	1	6 do (to Dec. 1, '96).	60 00
do do.....	do.....	26	1	3 do (to Mar. 31, '97).	25 00
Icelandic River and Isafold.....	B. Bjarnson.....	10	Ftnly	7 do 8 days (to Feb. 8, '97) & extra trips.	15 59
Icelandic River and Selkirk.....	G. S. Dickinson.....	78	1	3 days (to July 3, '96)...	6 11
do do.....	J. H. Braden.....	78	1	11 mos. 28 dys. from do ..	509 80
Ile des Chenes and St. Boniface.....	R. St. Pierre.....	19	1	7 do (to Jan. 31, '97)..	75 83
do do.....	do.....	19	1	5 do from do ..	30 83

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Indian Ford and Rathwell.....	H. Sturton.....	7 $\frac{1}{2}$	2	12 months.....	92 00
Indian Head and Montmartre.....	V. R. Ogier.....	36	2	19 do (to April 30, '97).	175 00
do do.....	do.....	36	1	2 do from do.....	33 33
Indian Head and Railway Station.....	R. Crawford.....	3	13	12 do.....	250 66
Ingleside and Poplar Point.....	F. Ritchie.....	25	1	12 do.....	156 00
Innisfail and Knee Hill Valley.....	N. W. Stiles.....	12	1	3 do (to Sept. 30, '96).	12 35
do do.....	W. Gunston.....	12	1	3 do (to Dec. 31, '96)	12 50
do do.....	R. Earl.....	12	1	3 do (to Mar. 31, '97).	12 50
do do.....	R. L. Earl.....	12	1	3 do from do.....	12 50
Innisfail and Railway Station.....	N. W. Stiles.....	3	4	12 do.....	93 60
Innisfail and Tindastoll.....	J. Bjornson.....	12	1	12 do.....	100 00
Kalidea and Maniton.....	H. Toohy.....	13 $\frac{1}{2}$	1	12 do.....	100 00
Kelroe Station and Railway Station.....	C. F. Nixon.....	3	4	12 do.....	52 00
Keunay and Railway Station.....	E. B. Scott.....	1 $\frac{1}{2}$	5	12 do.....	67 74
Kerfoot and Petrel.....	J. Nesbitt.....	3 $\frac{1}{2}$	2	12 do.....	52 00
Killarney and Glendinning (round route).....	J. S. O'Brien.....	33	2	12 do.....	195 00
Killarney and Railway Station.....	C. Bate.....	1	6	12 do.....	76 75
Killarney and Wakopa (round route).....	H. Hunter.....	33	2	12 do.....	240 00
Kingsley and Lariviere.....	R. Henderson.....	6	2	13 do.....	104 00
Kinosota and The Narrows.....	E. Kristjansson.....	16	Ftnly	12 do.....	52 00
Kinosota and Westbourne.....	M. R. Miller.....	70	1	12 do.....	394 48
Kirkpatrick and Prince Albert.....	J. Smith.....	12	1	12 do.....	97 00
Lac la Biche and Fort Chipewyan.....	J. Ladouceur.....	308		Special service.....	280 00
Lac la Biche and Pakan.....	T. Yuppi.....	120	Mthly	12 months.....	220 00
Lacombe and Lammerton.....	J. N. Poole.....	33	1	12 do.....	209 00
Lacombe and Railway Station.....	G. H. Jamieson.....	1 $\frac{1}{2}$	4	12 do.....	50 00
Lake Dauphin and Mossy River.....	C. K. Playford.....	45	Ftnly	6 do (to Mar. 31, '97).	63 70
Lake Dauphin and Woolson.....	C. Hicks.....	7	1	6 do (to Dec. 31, '96)	40 00
do do.....	C. K. Playford.....	7	1	3 do (to Mar. 31, '97).	10 00
Langdon and Railway Station.....	J. Whitney.....	1	4	11 do (to May 31, '97).	22 80
do do.....	R. Cowen.....	1	4	1 do from do.....	2 16
Langenburg and Railway Station.....	P. Ulrich.....	1	2	12 do.....	25 00
Langvale and Ninga.....	Hicks & Maloney.....	21 $\frac{1}{2}$	2	6 do (to Dec. 31, '96)	
do do.....	do.....			less fine.....	117 48
do do.....	do.....	22 $\frac{1}{2}$	2	6 do from do.....	130 93
Lariviere and Railway Station.....	W. H. Swales.....	1	6	12 do.....	76 75
Lariviere and Silver Spring.....	R. Armstrong.....	3 $\frac{1}{2}$	2	12 do.....	104 00
La Salle and Railway Station.....	J. O. Faubert.....	1	12	9 do (to Mar. 31, '97).	26 25
do do.....	A. Gaudet.....	1	12	3 do from do.....	8 75
Lauder and Railway Station.....	G. E. Moore.....	1 $\frac{1}{2}$	6	12 do.....	76 75
Lebret and Qu'Appelle.....	P. Plisson.....	4 $\frac{1}{2}$	4	12 do.....	104 00
Leduc and Railway Station.....	R. T. Telford.....	1	4	12 do.....	52 00
Lennox and Montifiore.....	H. C. Manz.....	7	2	12 do.....	150 00
Letellier and Railway Station.....	A. Duval.....	1	12	12 do.....	47 64
Letellier, St. Joseph, St. Pie, &c.....	J. A. Poliquin.....	4 $\frac{1}{2}$	2	12 do.....	150 00
Lethbridge and Custom House.....	F. Champness.....	1	6	12 do.....	30 00
Lethbridge and Macleod.....	J. B. Smith.....	30	3	12 do.....	950 00
Lethbridge and Railway Station.....	J. D. Higinbotham.....	1	12	9 do (to Mar. 31, '97).	229 95
do do.....	W. Hardy.....	1	12	3 do from do.....	56 87
Lillyfield and Winnipeg.....	W. J. O'Neill.....	12	1	11 do (from Aug. 1, '96)	68 75
Lineham and Okotoks.....	H. Bescoby.....	23	1	3 do (from Apr. 1, '97)	40 75
Livingstone and Pincher Creek.....	G. W. Beard.....	22 $\frac{1}{2}$	1	6 do (to Dec. 31, '96).	147 50
do do.....	W. C. H. Wilson.....	22 $\frac{1}{2}$	1	3 do (to Mar. 31, '97).	69 33
do do.....	H. R. Parker.....	22 $\frac{1}{2}$	1	3 do from do.....	33 33
Llewellyn and Saskatoon.....	F. Barrett.....	10	1	9 do (to Mar. 31, '97).	45 00
do do.....	E. J. Anderson.....	10	1	3 do from do.....	15 00
Logberg and Saltcoats.....	M. Smith.....	18	1	12 do.....	85 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Longburn and Macdonald.....	J. T. Hicks.....	5 $\frac{1}{2}$	2	6 mos. (to Dec. 31, '96).	52 00
do do.....	E. Brown.....	5 $\frac{1}{2}$	2	3 do (to Mar. 31, '97).	23 75
do do.....	do.....	5 $\frac{1}{2}$	2	3 do from do.....	17 00
Loon Creek and Qu'Appelle.....	T. Baxter.....	25	1	12 do.....	150 00
Louise Bridge and Winnipeg.....	H. M. Harris.....	1 $\frac{1}{2}$	6	12 do.....	78 00
Lower Fort Garry and Oak Ham- mock.....	C. Johnstone.....	9	1	12 do.....	40 00
Lower Fort Garry and Pigeon Bluff.....	J. Linklater.....	6 $\frac{1}{2}$	1	12 do.....	24 00
Lumsden and Marieton.....	A. N. Jamieson.....	26	1	12 do.....	260 00
Lumsden and Railway Station.....	W. L. Clark.....	7 $\frac{1}{2}$	4	12 do.....	29 42
Lundyville and Scotch Bay.....	M. Doherty.....	7	1	10 do (from Sept. 1, '96)	33 33
Lyleton and Pierson.....	R. Murray.....	16	1	12 do.....	99 00
Lyndon and Railway Station (Clare- holm).....	C. A. Lyndon.....	15	1	12 do.....	234 00
Lyonshall and Ninga.....	S. Jones.....	5	2	12 do.....	100 00
McGregor Station and Ry. Station.....	F. E. Lewin.....	4	12	12 do.....	93 90
McGregor Station and Rosehill.....	E. C. Hamblin.....	10	1	12 do.....	55 00
McGregor Station and Wellington.....	F. Atkinson.....	20 $\frac{1}{2}$	1	12 do.....	104 00
McLean and Railway Station (Catching Post).....	J. H. Plant.....	7 $\frac{1}{2}$	7	12 do.....	110 00
Macdonald and Railway Station.....	E. Brown.....	4 $\frac{1}{2}$	6	9 do (to Mar. 31, '97).	58 50
do do.....	do.....	4 $\frac{1}{2}$	6	3 do from do.....	14 99
Macleod and Custom House.....	D. J. Campbell.....	3	6	12 do.....	25 00
Macleod and Pincher Creek.....	G. W. Brouillette.....	32	3	7 do (to Jan. 31, '97).	481 25
do do.....	do.....	32	3	5 do from do.....	250 00
Macleod and Railway Station (West Macleod).....	W. J. Davis.....	2 $\frac{1}{2}$	4	12 do.....	104 00
Macleod and Stand Off.....	M. Pace.....	18	2	12 do.....	147 00
Manitou and Railway Station.....	J. A. M. Logan.....	6	6	12 do.....	42 98
Manitou and Windygates.....	E. Handford.....	31 $\frac{1}{2}$	2	1 do (to July 31, '96).	40 41
do do.....	do.....	34	2	11 do from do.....	479 85
Maple Creek and Railway Station.....	J. Dixon.....	4 $\frac{1}{2}$	14	9 do (to Mar. 31, '97).	136 50
do do.....	do.....	4	14	3 do from do.....	36 50
Maravilla and Nesbit.....	B. F. Lines.....	9	1	7 do (to Jan. 31, '97).	43 75
do do.....	J. B. Donaldson.....	9	1	5 do from do.....	31 25
Margaret and St. Felix.....	C. Beaupré.....	4 $\frac{1}{2}$	2	12 do.....	84 36
Mariapolis and Railway Station.....	C. H. Carbonneau.....	6	6	12 do.....	44 35
Marieton and Strasburg.....	G. B. W. Simper.....	19	1	12 do.....	155 00
Marlborough and Moose Jaw.....	J. G. Beesley.....	14	1	12 do.....	104 00
Marney and Strachclair Station.....	W. D. Coghlin.....	7	2	12 do.....	93 60
Marquette and Railway Station.....	A. E. Hainsworth.....	4	12	12 do.....	93 90
Marquette and St. Eustache.....	H. Beaudin.....	7	2	12 do.....	110 00
Marquette and Woodlands.....	J. S. Currie.....	9	2	12 do.....	146 00
Meadow Creek and Railway Station (Clareholm).....	E. S. S. Duck.....	12	2	12 do.....	189 30
Meadowvale and Plympton.....	H. Wilson.....	4	2	12 do.....	62 40
Medicine Hat and Railway Station.....	F. F. Patt.....	4	14	12 do.....	200 75
Medora Station and Railway Station.....	J. C. Dandy.....	4	6	12 do.....	39 36
Melbourne and Railway Station.....	F. W. Creacy.....	4	2	12 do.....	13 00
Melfort and Prince Albert.....	G. Taylor, sr.....	84	1	9 do 14 days (to Apr. 14, '97).....	429 97
do do.....	J. M. Campbell.....	89	1	2 do 16 days from do.....	109 66
Melita and Railway Station.....	G. P. Dodds.....	4	10	12 do.....	82 68
Menteith and Railway Station.....	A. C. Bowden.....	4	3	9 do (to Mar. 31, '97).	57 50
do do.....	J. S. E. Brown.....	4	3	3 do from do.....	19 50
Methven and Railway Station.....	G. Stewart.....	4	6	12 do.....	73 79
Methven and Wawanesa.....	W. S. Foster.....	4	3	9 do (to Mar. 31, '97).	108 22
do do.....	S. Avison.....	4	3	3 do from do.....	31 20
Miami and Opawaka.....	P. Angers.....	7	1	12 do.....	85 00
Miami and Railway Station.....	F. A. Collins.....	7 $\frac{1}{2}$	6	12 do.....	57 12
Midnapore and Railway Station.....	S. W. Shaw.....	1	4	12 do.....	208 00
Midway and Railway Station.....	H. R. Keyes.....	4	6	9 do (to Mar. 31, '97).	18 75
do do.....	W. Keyes.....	4	6	3 do from do.....	6 24

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Millet and Railway Station.....	B Slaughter.....	1	4	12 months.....	30 01
Millwood and Catching Post.....	E. O. Whealler.....	2	2	12 do.....	29 46
Minnedosa and Kelloe.....	W. A. Smith.....			Special trip.....	35 00
Minnedosa and Railway Station.....	T. Boyd.....	1/2	6	6 months (to Dec. 31, '96)	52 76
do do.....	J. S. Armitage.....	1/10	6	3 do (to Mar. 31, '97).	19 25
do do.....	H. B. Armitage.....	1/10	6	3 do from do.....	19 50
Minnedosa and Rolling River.....	D. Cameron.....	15	1	12 do.....	75 00
Minnedosa and Scandinavia.....	E. Halpenny.....	20	1	12 do.....	89 80
Minnewaken and Rabbit Point.....	J. Monkman.....	4	2	1 do (to July 31, '96).	4 12
do do.....	J. Lanoureaux.....	4	2	11 do from do.....	45 36
Moffat and Wolseley (Round Route)	E. A. Banbury.....	21	2	12 do.....	144 64
Moline and Rapid City.....	G. L. Stone.....	8	1	12 do.....	100 00
Molson and Railway Station.....	L. F. Fulmore.....	1/16	12	12 do.....	50 20
Moose Jaw and Pioneer.....	E. N. Hopkins.....	8	1	12 do.....	70 00
Moose Jaw and Point Elma.....	D. Taylor.....	15	1	12 do.....	95 00
Moose Jaw and Railway Station.....	C. A. Gass.....	1/8	21	12 do.....	266 50
Moose Jaw and Wood Mountain.....	F. Brown.....	125	12	monthly 12 do.....	180 00
Moosomin and Railway Station.....	H. Ireton.....	1/3	14	12 do.....	148 39
Moosomin and Red Path.....	do.....	47	1	12 do.....	333 44
Moosomin and Rosetti.....	H. Hyde.....	19	1	12 do.....	125 00
Morden and Nelson.....	J. A. Nelson.....	10 1/2	2	12 do.....	150 00
Morden and Railway Station.....	J. H. Dunsford.....	1/3	6	12 do.....	92 35
Morinville and St. Albert.....	L. Langevin.....	25	1	12 do.....	133 08
Morris and Railway Statn (C.P.R.)	J. D. Burke.....	1/8	15	6 do (to Dec. 31, '96).	69 45
Morris and Railway Statn (N.P.R.)	do.....	1/8	6	6 do (to Dec. 31, '96).	45 00
Morris and Railway Stations (C.P.R. and N.P.R.)	G. Spence.....	1/2 & 1/8	21	6 do (from Jan. 1, '97).	49 73
Myrtle and Railway Station.....	A. McDonald.....	1/8	6	12 do.....	80 88
Nanton and Railway Station.....	J. D. Norrish.....	7	1	12 do.....	100 04
Napinka and Railway Station.....	A. Cates.....	1/2	16	6 do (to Dec. 31, '96).	72 00
do do.....	do.....	1/2	16	6 do from do.....	75 87
Napinka and West Brenda.....	W. G. Suter.....	7	1	9 do (to Mar. 31, '97), less fine.....	38 00
do do.....	W. H. Dandy.....	7	1	3 do from do.....	13 00
Neepawa and Railway Station.....	J. Ritchey.....	1/4	6	12 do.....	93 90
Neepawa and Riding Mountain.....	A. H. Scouten.....	37	1	12 do.....	247 00
Nesbitt and Railway Station.....	J. H. Brown.....	1/8	6	12 do.....	122 90
Newdale and Railway Station.....	J. L. Cook.....	1/8	4	12 do.....	51 25
Newdale and Raven's Glen.....	R. H. Denimison.....	7	1	12 do.....	52 00
New Finland and Whitewood.....	F. Kennedy.....	18 1/2	1	11 do (from Aug. 1, '96)	107 25
New Lunnon and St. Albert.....	J. Johnston.....	19	1	12 do.....	131 92
New Oxley and Railway Station.....	Leeds & Elliott.....	5	2	12 do.....	157 50
Ninga and Railway Station.....	W. McKnight.....	1/8	6	12 do.....	92 10
North Portal and Railway Station.	W. H. Dorsey.....	1/8	14	12 do.....	136 40
Notre Dame de Lourdes and Rathwell.....	T. Weicker.....	8	2	12 do.....	110 00
Oakburn and Shoal Lake.....	J. A. Hamilton.....	11 3/4	2	12 do.....	179 48
Oak Lake and Railway Station.....	W. C. Goudie.....	1/8	12	12 do.....	150 48
Oaknook and Valley River.....	W. S. Broidman.....	13	1	3 do (to Sept. 30, '96).	18 50
do do.....	do.....	23	1	6 do (to Mar. 31, '97).	65 46
do do.....	W. G. Robinson.....	23	1	3 do from do.....	31 25
Oak River and Totonka.....	T. Cleaver, jr.....	10	1	12 do.....	74 00
Okotoks and Lineham (round route)	G. C. S. Paterson.....	41	1	1 do (to Mar. 31, '97).	13 58
Okotoks and Railway Station.....	J. Paterson.....	1/16	4	4 do (from Mar. 1, '97)	13 46
Olds and Railway Station.....	J. W. Silverthorn.....	1/8	4	12 do.....	34 96
Olds and Red Lodge.....	T. O. Critchley.....	11	2	6 do (to Dec. 31, '96)..	100 00
do do.....	R. O. Silverthorn.....	11	2	6 do from do.....	67 50
Orwold and Shoal Lake.....	D. T. Wilson.....	16 1/2	2	1 do (to July 31, '96)..	15 50
Osler and Railway Station.....	J. S. Grant.....	1/8	4	12 do.....	36 39
Ossowo and Poplar Point.....	F. Wagner.....	7	2	12 do.....	159 00
Otthon and Yorkton.....	Rev. J. Kovaes.....	10	1	12 do.....	50 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Otto and Seano.....	N. T. Snoedal..	6	1	12 months..	30 00
Oxbow and Railway Station.....	C. Troyer.....	$\frac{1}{2}$	4	12 do	39 71
Parkbeg and Railway Station.....	R. T. Manley...	$\frac{3}{4}$	7	12 do	25 07
Parklands and Qu'Appelle.....	T. Murray.....	11	1	5 do (to Nov. 30, '96)..	29 16
Pasqua and Railway Station.....	D. Dustin.....	$\frac{3}{4}$	7	12 do	109 50
Peguis and Selkirk.....	D. McIvor.....	$6\frac{1}{2}$	2	12 do	114 00
Penhold and Railway Station.....	G. Fleming.....	$\frac{3}{4}$	4	12 do	104 00
Penrith and Virden.....	J. A. Blakeman..	$23\frac{1}{2}$	1	6 do (to Dec. 31, '96)..	111 56
do	A. Cameron.....	$25\frac{1}{2}$	1	3 do (to Mar. 31, '97)..	36 75
do	D. McKinnon.....	$25\frac{1}{2}$	1	3 do	32 50
Pense and Railway Station.....	S. Maloney.....	$\frac{1}{4}$	14	12 do	100 73
Pense and Stony Beach.....	J. Doan.....	14	1	12 do	100 00
Pheasant Forks and Wolseley.....	J. Franks.....	40	2	12 do	299 00
Pierson and Railway Station.....	R. J. Took.....	$\frac{1}{2}$	4	12 do	36 57
Pigeon Lake and Winnipeg.....	T. Foulds.....	$25\frac{1}{2}$	2	4 do (to Oct. 31, '96)..	157 42
Pilot Mound and Railway Station.....	J. M. Fraser.....	$\frac{1}{2}$	6	12 do	76 75
Pilot Mound and Roseberry.....	J. Barbour.....	$23\frac{1}{2}$	2	9 do (to Mar. 31, '97), less fine.....	187 31
Pincher Creek and Yarrow.....	G. T. Barry.....	24	1	12 do	190 00
Pine Creek and Railway Station (De Winton).....	W. O. Somerville..	$2\frac{1}{2}$	4	1 do 15 d. (to Aug. 15, 1896).....	21 00
Pine Lake and Red Deer.....	B. P. Alford.....	21	1	6 do (to Dec. 31, '96)..	62 50
do	do	21	1	6 do from do	76 50
Pipestone and Railway Station.....	J. McKinnon.....	$\frac{1}{2}$	6	12 do	77 75
Plum Coulee and Railway Station.....	J. I. Bergen.....	$\frac{1}{2}$	6	12 do	49 20
Pomeroy and Roland.....	J. Sutton, sr.....	5	1	12 do	55 00
Ponoka and Railway Station.....	C. D. Algar.....	$\frac{1}{2}$	4	2 do (from May 1, '97)	8 16
Poplar Point and Railway Station.....	G. M. Jackson.....	$\frac{1}{2}$	12	12 do	125 44
Poplar Point and St. Mark's.....	J. S. Smith.....	14	1	12 do	100 00
Portage la Prairie, Railway Station and Custom House.....	R. Ferguson.....	1	20	6 do (to Dec. 31, '96)..	153 12
Portage la Prairie and Custom H'se	W. D. Miller.....	$\frac{1}{4}$	6	6 do (from Jan. 1, '97)	18 00
Portage la Prairie and Railway Stations, C.P.R. and M. and N.W.....	A. Somerville & G. Ferguson.....	$\frac{1}{2}$	20	6 do from do	99 41
Prince Albert and Railway Station.....	H. Kirkness.....	$\frac{1}{2}$	4	12 do	76 49
Prince Albert and Regina (baggage- man).....	W. E. Crawford..	247	2	12 do	52 00
Prince Albert and Shell Brook.....	M. McTaggart.....	35	1	12 do (less fine).....	192 00
Qu'Appelle and Qu'Appelle Station	Leeson & Scott..	18	6	12 do	650 00
Qu'Appelle and Saltoun.....	A. Urquhart.....	$11\frac{1}{2}$	2	12 do	145 00
Qu'Appelle and Wishart.....	Leeson & Scott..	66	1	12 do	1,664 00
Qu'Appelle Station and Railway Station.....	E. W. Warner.....	$\frac{1}{2}$	14	9 do (to Mar. 31, '97)..	137 00
do	W. L. Wait.....	$\frac{1}{2}$	14	3 do from do	45 50
Queen's Valley and Richland.....	E. Carrethers.....	5	2	12 do	33 00
Rathwell and Railway Station.....	T. C. Forbes.....	$\frac{1}{4}$	6	12 do	74 76
Raven Lake and Shoal Lake.....	D. T. Wilson.....	$4\frac{1}{2}$	2	11 do (from Aug. 1, '96)	91 66
Reburn and Railway Station.....	M. Paterson.....	$\frac{1}{2}$	12	10 do (to Apl. 30, '97)..	130 50
do	F. A. Millican..	$\frac{1}{2}$	12	1 do (to May 31, '97)..	13 00
do	G. Main.....	$\frac{1}{2}$	12	1 do from do	13 00
Red Deer and Railway Station.....	H. H. Gaetz.....	$\frac{1}{2}$	4	12 do	77 99
Regina and Custom House.....	J. A. Whitmore..	$\frac{1}{2}$	6	12 do	50 00
Regina and Railway Station.....	W. Rusell.....	$\frac{1}{2}$	18	12 do	180 00
Regina and Wascana.....	H. J. Peacey.....	12	1	12 do	85 00
Reston and Railway Station.....	W. H. McDougall, jr.....	$\frac{1}{2}$	6	12 do	49 84
Reston and Sinclair.....	J. F. McLaren.....	15	1	12 do	74 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Richland and Rosewood.....	A. Chalmers.....	8	1	1 mos. (to July 31, '96)..	6 66
Richland and Winnipeg.....	E. Carrethers.....	35 $\frac{1}{2}$	2	12 do	390 00
Roche Percee and Railway Station.	G. F. Gow.....	1	2	6 do 17 days, (to Jan. 17, '97).....	57 00
Roland and Railway Station.....	W. H. Lowe.....	$\frac{1}{2}$	6	12 do	57 16
Roseau and St. Malo.....	J. E. King.....	11	1	9 do (to Mar. 31, '97).	66 75
do do	J. Gladu.....	11	1	3 do from do	18 50
Rosebank and Railway Station.....	A. H. Baker.....	1	6	12 do	14 85
Rosenfeld and Railway Station.....	A. Acheson.....	$\frac{1}{2}$	12	12 do	72 23
Rosburn and Solsgirith.....	R. R. Hamilton.....	18	2	12 do	200 32
Rosser and Railway Station.....	H. J. Beachell.....	$\frac{1}{2}$	12	12 do	70 09
Rosthern and Railway Station.....	P. P. Neufeldt.....	$\frac{1}{2}$	4	12 do	29 42
Rouleau and Railway Station.....	J. Kitson.....	$\frac{1}{2}$	2	12 do	25 50
Rounthwaite and Railway Station.....	E. S. Shearer.....	$\frac{1}{2}$	6	12 do	74 25
Routledge and Railway Station.....	H. Stevens, jr.....	$\frac{1}{2}$	3	7 do (to Jan. 31, '97)..	18 40
do do	L. Lambourn.....	$\frac{1}{2}$	3	5 do from do	12 80
Royal and Railway Station.....	C. H. Macwatt.....	5	2	12 do	90 00
Russell and Railway Station.....	A. Clee.....	$\frac{1}{2}$	2	12 do	51 50
Russell and Shellmouth.....	R. L. Yeates.....	14 $\frac{1}{2}$	2	12 do	310 00
Ste. Agathe and Railway Station.	E. Bernier.....	1	12	12 do	75 00
Ste. Anne des Chenes, Steinbach, Winnipeg, &c	J. B. Desautels.....	30 & 30	2	12 do	574 00
St. Boniface and Winnipeg.....	M. Petrin.....	1	18	12 do	425 00
St. Charles and Winnipeg.....	T. Foulds.....	2	8	9 do (to Mar. 31, '97).	93 60
St. Claude and Railway Station.....	J. P. Bernier.....	$\frac{1}{2}$	6	12 do	46 05
St. Jean Baptiste and Ry. Station.....	F. Parenteau.....	$\frac{1}{2}$	12	12 do	44 67
St. Leon and Somerset.....	F. Lafreniere.....	7	2	12 do	104 00
St. Malo and Winnip-g..	A. McDougall.....	43 $\frac{1}{2}$	2	12 do	625 00
St. Norbert and Railway Station.....	N. Lemay.....	$\frac{1}{2}$	12	12 do	59 32
Ste. Rose du Lac and Wiggins Stopping Place.	F. Hamelin.....	8	1	12 do	104 00
St. Vital and Winnipeg.....	J. Nesles.....	6	2	12 do	60 00
Saltcoats and Railway Station.....	E. Bolton.....	$\frac{1}{2}$	2	6 do (to Dec. 31, '96)..	30 00
do do	do	$\frac{1}{2}$	2	6 do from do	23 75
Saltcoats and Yorkton.....	W. Tetlock.....	17 $\frac{1}{2}$	1	6 do (to Dec. 31, '96)..	91 00
do do	J. C. Markham.....	17 $\frac{1}{2}$	1	6 do from do	55 90
Saskatchewan Landing and Swift Current	Leeson & Scott.....	30	1	12 do	740 00
Saskatoon and Railway Station.....	do	1	4	12 do	102 00
Seamo and Vestfold.....	W. H. Burge.....	7	1	12 do	33 00
Selkirk and East Selkirk Railway Station.	G. S. Dickinson.....	2 $\frac{1}{2}$	12	4 do (to Oct. 31, '96)..	49 66
Selkirk and Winnipeg.....	H. W. Beal.....	25 $\frac{1}{2}$	3	4 do (to Oct. 31, '96)..	166 66
do do	J. Massey.....	25 $\frac{1}{2}$	6	8 do from do	406 00
Sewell and Railway Station.....	R. Kellett.....	$\frac{1}{2}$	12	12 do	45 17
Shadeland and Thornhill.....	J. Ching.....	7 $\frac{1}{2}$	2	12 do	125 00
Sheo and Yorkton.....	W. Lamport.....	50	1	2 do (to Aug. 31, '96).	50 00
Shoal Lake and Railway Station.....	J. T. Dandridge.....	$\frac{1}{2}$	4	12 do	51 25
Sidney and Railway Station.....	T. Babb.....	$\frac{1}{2}$	12	12 do	45 37
Sintaluta and Railway Station.....	E. Rowe.....	$\frac{1}{2}$	7	12 do	140 00
Solsgirith and Railway Station.....	J. C. Anderson.....	$\frac{1}{2}$	4	12 do	59 13
Somersset and Railway Station.....	A. Garneau.....	$\frac{1}{2}$	6	12 do	36 16
Sonris and Railway Station.....	M. Isbister.....	$\frac{1}{2}$	15	12 do	186 52
South Edmonton and Ry. Station.....	H. Wilson.....	$\frac{1}{2}$	4	12 do	75 37
South Edmonton and White Mud.	A. McLeod.....	12	1	2 do (from May 1, '97).	8 00
Starbuck and Railway Station.....	G. E. Dechene.....	$\frac{1}{2}$	3	9 do (to Mar. 31, '97).	52 26
Stockton Station and Ry. Station.....	N. Fallis.....	$\frac{1}{2}$	6	12 do	49 20
Stockton Station and Thoresby.....	A. F. Andrews.....	5	2	12 do	104 00
Stonewall and Railway Station.....	W. J. Bell.....	$\frac{1}{2}$	6	12 do	47 73
Stonewall and Wavy Bank.....	J. G. Vincent.....	9 $\frac{1}{2}$	1	12 do	60 00
Stony Mountain & Railway Station	J. C. Stewart.....	1 $\frac{1}{2}$	6	12 do	139 18
Strathclair Station and Ry. Station.	J. Craig.....	$\frac{1}{2}$	4	12 do	52 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Summerberry and Railway Station.	W. Linnell	4	7	12 months	100 29
Summer and Whitewood	F. W. Chamberlain	33	1	12 do	306 64
Swan Lake and Railway Station.	J. Pritchard	32	6	12 do	47 60
Swift Current and Railway Station.	M. Knight	14	12	do	112 34
Tenby and Tupper	J. Griffiths	8	1	12 do	50 00
Tetlock and Yorkton	J. Tetlock	32	1	3 do (to Sep. 30, '96)	50 00
do do	J. O. Large	32	1	3 do (to Dec. 31, '96)	47 03
do do	F. Reese	32	1	3 do (to Mar. 31, '97)	45 50
do do	W. J. Newton	32	1	3 do from do	45 50
Thornhill and Railway Station.	W. Bradley	32	6	12 do	46 05
Treesbank and Railway Station.	J. H. Clarke	32	6	12 do	39 33
Treesbank and Two Rivers	do	3	2	11 do (to May 31, '97)	91 66
Treherne and Railway Station.	R. S. Alexander	4	6	12 do	76 75
Turtle Mountain and Whitewater.	P. S. Kellar	4	3	6 do (to Dec. 31, '96)	91 00
do do	do	4	3	6 do from do	58 50
Tyndall and Railway Station	J. Healy	4	12	12 do	50 08
Union Point and Railway Station.	J. Gratton	4	2	12 do	38 33
Virden and Railway Station	W. B. Scarth	4	14	12 do	365 00
Virden and Woodworth	J. Cotton	10	1	12 do	72 00
Waghorn and Railway Station	W. Waghorn	4	4	12 do	77 99
Wapella and Railway Station	E. P. Benoit	14	12	do	150 44
Wawanesa and Railway Station	W. S. Foster	6	12	do	95 20
Westbourne and Railway Station	A. E. Smalley	6	12	do	122 07
West Macleod and Railway Station	J. Steinhoff	4	4	12 do	52 00
Wetaskiwin and Railway Station	J. E. C. Miquelon	4	4	12 do	50 00
Weyburn and Railway Station	W. H. Hunt	2	2	12 do	50 00
Wittemouth and Railway Station	J. Monilaws	12	12	do	130 82
Whitewater and Railway Station	W. Rolston	6	6	12 do	50 64
Whitewood and Railway Station	J. Charlton	14	12	do	182 50
Willoughby and Railway Station	A. Cameron	1	1	12 do	51 00
Winkler and Railway Station	B. Loewin	4	6	12 do	61 08
Winnipeg Parcel Delivery	Allo way and Champion		6	12 do	360 00
Winnipeg and Railway Station (C. P. R.)	J. Sheppard	4	64	12 do	1,054 73
Winnipeg and Railway Station Transfers	do	4	7	do (to Jan. 31, '97)	315 00
do do	do	3	5	do from do	145 00
Winnipeg and Railway Station (N. P. R.)	do	4	12	9 do (to Mar. 31, '97)	124 44
do do	W. R. Sinclair	4	21	3 do from do	26 04
Winnipeg and Street Letter Boxes.	M. Peebles	26	21	12 do	728 86
Wolesey and Railway Station	J. P. Dill	14	14	12 do	200 59
Wood Bay and Railway Station	Mrs. M. Campbell	3	3	12 do	78 46
Woodside and Railway Station	J. Sharpe, sr.	1	1	12 do	29 42
Yellow Grass and Railway Station.	J. Scott	4	4	12 do	20 09
Yorkton and Railway Station	H. C. Olsen	4	2	12 do	37 26
				Total	\$83,610 84

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

Post Office Department.

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Pauline.	J. P. Rocheleau.	3	3	12 months	68 00
Abbotsford and Railway Station.	D. Sharkey.	$\frac{1}{2}$	12	12 do	80 00
Acton Vale and Railway Stations (C.P.R. and G. T.).	A. S. Maynard.	$\frac{1}{4}$	18	12 do	120 00
Acton Vale and St. Théodore	E. Lincourt.	4	6	6 do (to Dec. 31, '96).	62 50
do do	do	4	6	6 do from do	57 50
Allan's Corners and Cairnside.	J. Bryson	4	2	12 do	52 00
Allan's Corners and Railway Station	do	1	12	12 do	80 00
Anderson's Corners and Dewittville	J. Anderson	4	2	9 do (to Mar. 31, '97).	56 25
do do	E. Anderson	4	3	3 do from do	25 00
Ange Gardien de Rouville and Ry. Station	P. Lajoie.	$\frac{1}{4}$	12	12 do	50 00
Arundel and Lost River	C. Boon	14 $\frac{1}{2}$	2	12 do	104 00
Arundel and St. Jovite	do	19	3	12 do	200 00
Athelstan and New York Central Station	M. Saunders	1 $\frac{1}{4}$	6	3 do and 24 days (from Mar. 8, '97)	12 58
Avoca and Pointe au Chêne	J. McCallum	7	3	12 do	122 00
Baie d'Urfé and Railway Station.	A. Vallée.	$\frac{1}{2}$	12	3 do (to Sept. 30, '96).	15 00
do do	do	$\frac{1}{2}$	12	1 do (from June 1, '97)	5 00
Beaconsfield Railway Station and Beaufort	L. Legault	1	12	Part of seasons 1896 and 1897	44 17
Beaconsfield Railway Station and Ste. Genevieve	W. Desjardins	3	6	12 months	130 00
Beauharnois and Laberge	C. Primeau	5	2	6 do (to Dec. 31, '96).	25 00
do do	J. B. Lebœuf	5	2	6 do from do	24 50
Beauharnois and Melocheville	do	3	6	6 do (to Dec. 31, '96).	50 00
do do	A. Laplante	3	6	6 do from do	47 50
Beauharnois and Railway Station.	O. Duquette	$\frac{1}{2}$	24	12 do	125 00
Beauharnois and St. Etienne de Beauharnois	do	5	6	12 do	187 00
Beauvoir and Ste. Marthe	J. E. Poirier	3 $\frac{1}{2}$	3	12 do	60 00
Bellerive and Valleyfield	E. Rapin	18 acres.	6	12 do	49 00
Belœil Station and Railway Station	A. D. Goulet	220 yds.	24	12 do	40 00
Belœil Village and St. Hilaire Station	A. Champigny	1	12	12 do	150 00
Blue Bonnets and Railway Station.	A. Doré	$\frac{1}{2}$	6	12 do	60 00
Bois de Filion and Ste. Therese	O. Chapleau	4	2	12 do	40 00
Bordeaux and Railway Station.	G. Picard	$\frac{1}{2}$	12	12 do	25 00
Bordeaux and Sault aux Récollets.	J. B. Prevost	2 $\frac{1}{2}$	12	12 do	240 00
Botreaux and Ormstown.	O. Bergevin	4 $\frac{1}{2}$	2	12 do	42 00
Boucherville and Railway Station.	A. Bemeur	133 yds.	12	12 do	72 00
Bougie and Port du Sault.	T. Roger	2	6	12 do	50 00
Boulevard St. Denis and Côte St. Louis	L. M. Morin	3	6	6 do (to Dec. 31, '96).	37 50
do do	do	3	6	6 do from do	60 00
Britannia Mills and Ry. Station	Mrs. H. Guilbert	1 acre.	12	12 do	20 00
Britonville and Morin Flats	J. Pollock	3 $\frac{1}{2}$	3	12 do	48 00
Brosseau Station and Ry. Station.	G. Dumontet	10 acres.	12	12 do	45 00
Brownburg and Mount Maple.	J. Warwick	3 $\frac{1}{2}$	1	12 do	24 00
Calumet and Railway Station.	S. J. Hambly	100 yds.	12	12 do	30 00

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cap St. Martin and St. Martin Junction	M. Gobeil	$\frac{1}{2}$	6	3 mos. (from April 1, '97)	6 25
Carillon and Lachute	M. Campeau	9 $\frac{1}{2}$	6	12 do	320 00
Carillon and Monalea	J. Fitzgerald	2	12	12 do	36 00
Carillon and Pointe Fortune	J. Larocque	1	6	12 do	134 61
Cascades Point and Vaudreuil Railway Station	S. Menard	4 $\frac{1}{2}$	6	9 do (to Mar. 31, '97)	75 00
do do	A. Lalonde	4 $\frac{1}{2}$	6	3 do from do	18 50
Caughnawaga Railway Station and Chateaugay	E. Laberge	7 $\frac{1}{2}$	6	3 do (to Sept. 30, '96)	50 00
do do	A. Desparois	7 $\frac{1}{2}$	6	9 do from do	142 50
Cedars and Railway Station	J. O. Cuillierier	3	12	12 do	97 00
Chambly Basin and Railway Station	E. P. Bertrand	$\frac{1}{2}$	12	12 do	75 00
Chambly Canton and Ry. Station	P. Utric	$\frac{1}{2}$	12	12 do	80 00
Charlemagne and Montreal	N. Mercier	15 $\frac{1}{2}$	6	12 do	550 00
Chatboro and St. Philippe d'Argenteuil	J. Donaldson	2 $\frac{1}{2}$	3	12 do	46 00
Como and Oka	C. Chaurette	1	6	7 do 19 days (broken period)	68 95
Como and Railway Station	M. Chipman	1	12	9 do (to Mar. 31, '97)	37 60
do do	do	1	12	3 do from do	15 00
Contrecoeur and Railway Station	J. Duhamel	7 acres.	12	12 do	45 00
Cooper's Corners and Laguerre	T. Cooper	1 $\frac{1}{2}$	12	12 do	100 00
Corbin and Cowan's	A. Bouchard	2	2	7 do (from Dec. 1, '96)	17 50
Corbin and Frontier	J. C. Gordon	2	6	12 do	70 00
Cornwall and St. Régis	Deputy Supt. Gen. Indian Affairs Att'y.	2	6	12 do	75 00
Coteau du Lac, Coteau Landing and Railway Station	O. Pharand	3 $\frac{1}{2}$	6 & 12	12 do	90 00
Coteau Landing and Ry. Station	G. Gauthier	2	20	12 do	265 00
Coteau Landing and Ste. Zotique	S. Filiatrault	2 $\frac{1}{2}$	6	6 do (to Dec. 31, '96)	30 00
do do	C. Montpetit	2 $\frac{1}{2}$	6	6 do from do	25 00
Côte des Neiges and Montreal	R. Blain	4	6	12 do	200 00
Côte St. Emmanuel and Pont Chateau	O. Besner	2	3	2 do (from May 1, '97)	5 83
Côte St. Louis, Mile End, DeLormier and Montreal	N. Lachance	2 $\frac{1}{2}$ & 2 $\frac{1}{2}$	6 & 12	6 do (to Dec. 31, '96)	350 00
Côte St. Paul and Railway Station	E. Latour	1	12	12 do	96 00
Covey Hill and Vicars	W. Orr	2	6	6 do (to Dec. 31, '96)	26 00
do do	do	2	6	6 do from do	31 30
Dalesville and Edina	J. Tomalty	6	2	6 do (to Dec. 31, '96)	30 00
Dalesville and Lachute	P. McArthur	6	6	12 do	180 00
Dalesville and Louisa	W. Watchorn	5	2	12 do	52 00
Dalesville and St. Michel de Wentworth	N. Carrière	9	1	1 do (to July 31, '96)	2 91
do do	do	9	2	8 do (to Mar. 31, '97)	47 66
do do	L. Gagné	11	2	3 do from do	20 75
Dalhousie Station and Railway St'n	J. A. Campbell	120 yds.	12	9 do (to Mar. 31, '97)	18 75
do do	do	120 yds.	12	3 do from do and extra trips	17 50
Danby and Ste. Christine	F. X. Legrand	4 $\frac{1}{2}$	6	12 do	120 00
De Lorimier and Montreal	A. Campeau	3 $\frac{1}{2}$	12	6 do (from Jan. 1, '97)	288 00
Dewitville and Railway Station	J. Holiday	$\frac{1}{2}$	12	12 do	100 00
Dixie Railway St'n. and Summerlea	G. A. Cunningham	$\frac{3}{4}$	12	12 do	75 00
Dorval and Railway Station	D. Descary	1 $\frac{1}{2}$	12	12 do and extra trips	115 04
Douglasburg and Napierville	P. Peron	2	3	12 do	40 00
Dundee and Railway Station	J. Tyo	$\frac{1}{2}$	12	12 do less fine	99 00
Dundee Centre and Ste. Agnès de Dundee	A. Vass	$\frac{3}{4}$	6	2 do (to Dec. 31, '96)	10 00
do do	T. Rowley	2	6	6 do from do	32 50
Emileville and St. Pie	M. Lanthier, jr.	1	6	9 do (to Mar. 31, '97)	39 00
do do	P. Brillon	1	6	3 do from do	13 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Farnham and Magenta.....	J. Fournier.....	5	2	6 mos. (to Dec. 31, '96).	25 00
do do.....	T. Robert.....	5	2	6 do from do	25 00
Farnham and St. Sabine.....	P. Dufresne.....	6	6	12 do	125 00
Franklin Centre and Hemmingford.....	H. Gordon.....	16	6	12 do	490 00
Franklin Centre and Huntingdon.....	W. Fortune.....	18½	6	12 do	415 00
Franklin Centre and Starnesboro.....	S. Huet.....	2	6	12 do	70 00
Garland and St. Chrysostôme.....	J. Dallaire.....	4	3	12 do	50 00
Gasparine and Holton.....	F. Déloge.....	3½	2	12 do	34 00
Genoa and St. Hermas.....	J. Gordon.....	3½	2	12 do	50 00
Geraldine and Stockwell.....	C. Newman.....	3½	2	12 do	32 00
Girard and Railway Station.....	T. Girard.....	70 yds.	12	12 do	24 00
Graham and Railway Station(CPR).....	W. Graham.....	17 acres.	12	12 do	50 00
Grande Ligne and Ste. Blaise.....	J. Peron.....	1	6	12 do	50 00
Grenville and Lost River.....	T. Cummings.....	27	2	6 do (to Dec. 31, '96).	120 00
do do.....	F. Brunette.....	27	2	6 do from do	87 00
Grenville and Railway Station.....	T. Cummings.....	2	12	12 do	96 00
Hallerton and Hemmingford.....	T. Kenney.....	4½	3	12 do	75 00
Harrington and Rivington.....	D. McIntosh.....	5	2	12 do	52 00
Helena and White's Station.....	H. J. Donnelly.....	4	6	12 do	144 00
Hemmingford and Roxham.....	W. C. Kingsbury.....	6	2	9 do (to Mar. 31, '97)	37 50
do do.....	J. P. Simpson.....	6	2	3 do from do	11 25
Henrysburg and Lacolle.....	W. Barrière.....	8½	3	12 do	125 00
Henryville and Stanbridge Station.....	M. M. Gamache.....	8	6	12 do	189 00
Hochelaga and Longue Pointe.....	N. Richard.....	3¾	6	12 do	250 00
Hochelaga and Maisonneuve.....	N. Racine.....	1	12	12 do	100 00
Hochelaga and Montreal.....	do.....	2½	18	12 do	450 00
Holton and Ste. Clothilde.....	F. Dextras.....	2	6	12 do	90 00
Howick, Railway Station and Ste. Chrysostôme.....	T. Hébert.....	18½	6 & 9	12 do	300 00
Hudson and Railway Station.....	A. Vipond.....	¾	12	9 do (to Mar. 31, '97)	18 75
do do.....	do.....	¾	12	3 do from do	10 00
Hudson Heights, Hudson and Railway Station.....	A. McMullan.....	¼ & 15 ac.	12-24	Part of seasons 1896 & '97	38 00
Huntingdon and Railway Station.....	J. Findlay.....	½	18	12 months	144 00
Huntingdon and New Erin.....	J. Walsh.....	5	2	2 do (from May 1, '97)	6 66
Iberville and Railway Station.....	H. Malhiot.....	¾	36	12 do	150 00
Isle Bizard and Ste. Geneviève.....	P. I. Boileau.....	½	12	12 do	49 00
Isle Perrot and Ste. Anne de Bellevue.....	J. Montpetit.....	5¼	6	12 do	185 00
Kelso and Trout River Railway St'n.....	D. A. Macfarlane.....	3¼	6	12 do	119 00
Killowen and St. Hermas.....	G. Giroux.....	3½	2	12 do	32 00
Lacadie and Railway St'n. (C.P.R.).....	C. Gagnon.....	16 acres.	12	12 do	90 00
Lachine Locks and Railway Station.....	J. B. Richer.....	¾	12	12 do	75 00
Lachine Rapids and Railway Station.....	D. Dunberry.....	2	6	12 do	100 00
Lachine Station and Lachine Station Letter Box.....	J. O'Flaherty.....		12	10 do (to April 30, '97)	25 00
do do.....	J. Young.....		12	2 do from do	5 00
Lachute and Lachute Mills.....	L. P. Rodrigue.....	2	6	12 do	100 00
Lachute and Lakelfield.....	F. Rogers.....	9	3	12 do	111 00
Lachute and Railway Station.....	G. L. Meikle.....	14	24	12 do	72 00
Lachute and Shrewsbury.....	N. Copeland.....	14½	3	12 do	140 40
Lac Masson and Ste. Marguerite Railway Station.....	C. C. Lajeunesse.....	4½	3	12 do	100 00
Lac Nantel and Railway Station.....	Mrs. D. Whelan.....	100 ft.	12	12 do	24 00
Lacolle and Odelltown.....	J. Gray.....	3	3	12 do	60 00

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

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					\$ ct.
Landreville and Ormstown	A. Lemieux	4	2	12 months	57 48
Laplaïne and Railway Station	C. Gauthier	1½	12	12 do	50 00
Laprairie and Railway Station	J. Lang	18	6	do (to Dec. 31, '96)	35 00
do do	E. Lamarre	18	6	do from do	30 00
La Présentation and St. Hyacinthe	M. Leclaire	6	6	12 do	150 00
La Trappe and Oka	H. Tessier	3½	6	7 do (to Jan. 31, '97)	35 00
do do	N. Fauteux	3½	6 & 12	5 do from do	52 08
Laurel and Lost River	M. McCluskey	6	1	12 do	36 00
Leopold and Shrewsbury	J. Thompson	6	2	12 do	60 00
Longueuil and Railway Station	G. Brissette	½	24	12 do	140 00
Mabel and Staynerville	F. Lahaie	3	2	12 do	26 25
Marieville and Railway Station	D. Provost	½	12	6 do (from Jan. 1, '97)	26 00
Mile End and Outremont Junction	N. Houle	2	6	12 do	30 00
Mille Isles and St. Jérôme	W. Elliott	12	3	12 do	127 48
Mirabel and St. Hermas Station	A. Beloin	1½	6	12 do	58 15
Mongenais, Ste. Justine de Newton, Railway Station, &c.	A. Labelle	3 & 1½	6 & 12	12 do	250 00
Montfort and Railway Station	M. Boulaire	6 acres	3	12 do	24 00
Mont Morin and Railway Station (C.P.R.)	I. Deschamps	150 ft.	12	12 do	26 00
Mont Morin and Valmorin	C. Ouellette	3½	2	12 do	52 00
Montreal Letter Carriers' Service	Montreal Street Railway Co.			10 do (from Sept. 1, '96)	2,000 00
Montreal Letter Carriers' Depot	J. Humphreys			Special service	7 50
Montreal and Mount Royal Vale	O. Filion	4½	18	12 months	300 00
Montreal and Railway Stations (C.P.R., Dalhousie and Windsor)	P. Jones	71	10	11 do (to May 31, '97)	2,036 83
do do	J. Mullally	71	10	1 do from do	122 92
Montreal Receiving Houses and Street Letter Boxes	E. T. Kennedy		72	21 days (to July 21, '96)	308 38
do do	do			5 months and 10 days (to Dec. 31, '96)	2,417 34
do do	A. Meunier		32 & 18	6 do from do	1,700 00
Montreal, Ste. Cunégonde and Railway Station	G. L. Ducharme	1½ & ½	6 & 30	11 do and 14 days (to June 14, '97)	200 19
do do	F. Bargaen	1½	6	16 days from do	7 50
Montreal and St. Eustache	H. Meunier	21½	6	12 months	1,000 00
Montreal and St. Gabriel de Montreal	J. Turner	2	18	12 do	270 00
Montreal and St. Léonard de Port Maurice	J. Gervais	8¾	6	12 do	306 00
Montreal and Quebec Steamboat Wharf	P. Jones	½	12	Parts of seasons '96 & '97	124 60
Montreal South and Railway Station	H. Paquette	10	12	12 months	40 00
Montreal West and Railway Station	C. C. Wight	80 yds.	24	12 do	60 00
Morin Flats and Railway Station	J. Morrow	6 acres	3	12 do	24 00
Mount Johnston and Versailles	Mrs. A. T. Moquin	4	6	12 do	150 00
Mount Oscar and Seguin	A. Seguin	2	3	12 do	50 00
Napierville and Stottville	N. Smith	7	12	12 do	270 00
New Glasgow and St. Jérôme	F. Langlais	9	6	12 do	391 25
North Georgetown and Railway Station	C. Turcot	½	6	12 do	50 00
Norton Creek and St. Rémi	C. Boyer	9	6	12 do	298 00
Ormstown and Railway Station	T. H. Paling	½	18	12 do	144 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—Continued.

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					\$ cts.
Parc Laval and Railway Station...	D. Vanier	50 yds.	12	12 months	15 00
Petit Brulé, St. Augustin and Rail- way Station	J. Filion.....	4 & 14	3 & 6	12 do	200 00
Peveril and Ste. Justine Station....	D. Menard.....	2½	6	12 do	100 00
Pincourt and Terrebonne	J. Daniel	4	2	12 do	48 00
Pointe-au Chêne and Ry. Station....	Mrs. T. Mathews	33 yds.	12	12 do	30 00
Pointe aux Trembles and Rivière des Prairies.	F. Roy	6	6	7 do (to Jan. 31, '97)..	105 00
do do	A. Longpré.....	6½	6	5 do from do	63 81
Pointe Claire and Railway Station.	F. Lanthier.....	1 & 1	6 & 12	12 do and arrears.	99 20
Pont Chateau and St. Clet	O. Besner	2	6	12 do	84 00
Pont du Sault and Pont Viau	D. Jaron.....	2½	12	12 do	50 00
Port Lewis and St. Anicet	S. Dupuis	5	3	12 do	78 00
Rigaud and Railway Station	J. Charlebois ..	¼	12	12 do	50 00
Rigaud and St. Rédempteur	O. Chevrier.....	6	6	12 do	200 00
Rivière des Fèves and St. Urbain de Chateauguay	Z. Bergevin	2	3	12 do	32 00
Russelltown and St. Chrysostôme ..	W. J. Costello ..	3	6	9 do (to Mar. 31, '97).	75 00
do do	do	6	3	3 do from do	20 00
Ste. Adèle and Railway Station....	O. Gadmer	1½	12	12 do	125 00
St. Adolphe and Ste. Agathe des Monts	H. Paquette.....	9	1	12 do	45 00
Ste. Agathe des Monts and Railway Station	I. Guindon.....	¾	12	12 do	124 00
Ste. Agathe des Monts and Ste. Lucie de Doncaster	N. Bélanger.....	10	3	12 do	148 00
Ste. Agnès de Dumdee and Railway Station	D. C. Dineen	¾	6	6 do (to Dec. 31, '96)..	40 00
St. Alexandre d'Iberville and Rail- way Station	L. Pouliot	1	12	12 do	55 00
Ste. Angele de Monnoir and Rail- way Station	E. Parent	¾	12	12 do	36 00
St. Anicet and White's Station	S. Dupuis.....	10	6	12 do	300 00
Ste. Anne de Bellevue and Railway Station	E. St. Denis	1	12	12 do	62 60
Ste. Anne des Plaines and Railway Station	D. D. Gaudette ..	6 acres.	12	12 do	32 00
St. Antoine and St. Denis	A. Lacroix.....	1	6	12 do	70 00
Ste. Barbe and St. Stanislas de Kostka	O. Marchand.....	4½	6	12 do	125 00
St. Barnabé and Railway Station ..	F. K. St. Jean	13 acres.	12	12 do	30 00
St. Bazile le Grand and Ry. Station.	E. Lalumière.....	1¼	7	12 do	48 33
Ste. Brigide and Ry. Station (C.P.R.)	J. Donnelly.....	2	6	12 do	110 00
St. Bruno and Ste. Julie de Ver- chères	O. McDuff.....	6	7	12 do	155 00
St. Césaire and Railway Station....	F. Ducharme	½	12	3 do (to Sept. 30, '96).	11 25
do do	F. Mercure	¾	12	9 do from do	33 75
St. Charles and St. Marc	H. Desjournins ..	¼	7	12 do	60 00
St. Clet and Railway Station (C.P.R.)	M. Besner	½	12	12 do	40 00
Ste. Clet and Ste. Marthe	A. Devoyan	6½	6	3 do (to Sept. 30, '96).	50 00
do do	A. Rouleau	6½	6	9 do from do	108 00
St. Columbin and Ste. Scholastique	M. P. Phelan	14	6	12 do	380 00
St. Constant and Railway Station ..	O. Robert	¼	18	12 do	72 00
St. Damase and St. Hyacinthe	J. Dupont	7½	6	12 do	250 00
St. Dominique and St. Hyacinthe ..	R. Faradis	5¾	6	12 do	275 00
St. Dominique des Cèdres and Rail- way Station	S. Trottier.....	2	3	10 do (to Apr. 30, '97).	41 67
St. Dominique Station and Railway Station	do	70	12	10 do (to Apr. 30, '97).	3 33
St. Edouard and St. Michel de Napierville	J. Lanctot	4½	6	12 do	180 00

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Elzéar de Laval and St. Martin Junction.....	J. Paré.....	1½	2	9 mos. (to Mar. 31, '97).	18 75
St. Eugène Ry. Stn. and St. Nazaire	J. Collard.....	3½	6	12 do	100 00
St. Eustache and Railway Station..	P. Gauthier.....	6 acres.	12	11 do (to May 31, '97).	45 83
do do	G. Lauzon.....	6	12	1 do from do	4 00
St. Eustache and St. Joseph du Lac	J. B. Laurin.....	11	6	12 do	300 00
St. Faustin and Railway Station...	C. J. Dusablon..	30 acres.	6	12 do	80 00
St. François de Salles and Terrebonne	E. Brière.....	¾	6	12 do	75 00
Ste. Hélène de Bagot and Railway Station (Drummond County).....	A. Massé.....	9 acres.	12	12 do	46 95
St. Henri de Montréal and Railway Station.....	J. B. Breault....	10	36	12 do	200 00
St. Hermas and Railway Station...	J. B. Lalonde....	4	6	12 do	49 00
St. Hilaire Station and Ry. Station.	F. Martin.....	100 yds.	36	12 do	100 00
St. Hilaire Station and St. Jean Baptiste de Rouville	R. Meunier.....	5	6	12 do	118 00
St. Hilaire Station and Sorel	J. Valois.....	33	6	12 do	1,050 00
St. Hippolyte and Shawbridge	A. Morin.....	5½	3	12 do	89 00
St. Hubert and Railway Station...	F. Robert.....	¾	7	12 do	68 75
St. Hugues and St. Hyacinthe	M. Cordeau.....	14	6	3 do (to Sept. 30, '96).	118 75
do do	P. Richard.....	14	6	9 do from do	337 50
St. Hyacinthe and Railway Station (Drummond County)	J. Surprenant....	½	12	12 do	50 08
St. Hyacinthe and Ry. Station(U.C.)	A. Cadoret.....	½	12	12 do	80 00
St. Hyacinthe and St. Thomas d'Aquin	A. Girouard....	6	2	12 do	55 00
St. Hyacinthe and Street Letter Boxes	F. X. Tétreault..	3	6	12 do	156 00
St. Isidore de Laprairie and Railway Station.	J. Primeault....	¾	18	12 do	108 00
St. Isidore Junction and Ry. Station	F. Baillargeon..	17 yds.	12	12 do	25 00
St. Jacques le Mineur and St. Philippe de Laprairie	A. Vivier.....	5	6	12 do	178 00
St. Janvier and Railway Station	J. Desroches....	¾	12	12 do	50 00
St. Jérôme and Railway Station...	E. Marchand....	¾	18	12 do	75 00
St. Johns and Railway Stations (C. P.R. and C.V.).	W. Moore.....	½ & ¾	31	12 do	233 48
St. Johns and St. Luc	M. Marsan.....	6	3	9 do (to Mar. 31, '97).	60 00
do do	do	6	6	3 do from do	40 00
St. Johns and Sabrevois	A. M. White.....	8½	6	12 do	250 00
St. Jovite and Railway Station...	X. Plouffe.....	20 acres.	6	9 do (to Mar. 31, '97).	52 50
do do	J. Boivin.....	20 acres.	6	3 do from do	8 75
St. Jude and Railway Station	B. V. Lemay....	5 acres.	12	12 do	50 00
St. Lambert and Railway Station	D. O. Davies....	½	12	12 do	36 00
St. Laurent and Railway Station	J. L. Le Cavalier	¾	6	12 do	40 00
St. Lazare de Vaudreuil and Railway Station	J. Besner.....	2	6	3 do (to Sept. 30, '96).	18 75
St. Lazare de Vaudreuil and Railway Station	J. Montpellier..	2	6	9 do from do	45 00
St. Louis de Gonzague and St. Thothée Railway Station	J. David.....	4	12	12 do	270 00
St. Louis Station and Ry. Station.	H. Laberge.....	50 yds.	12	9 do (to Mar. 31, '97).	15 00
Ste. Madeleine and Railway Station	T. D. Rainville..	½	12	12 do	50 00
Ste. Marie de Monnoir and Railway Station	D. Prévost.....	½	12	6 do (to Dec. 31, '96).	26 00
St. Martin Junction and Ry. Station.	A. Desormeaux..	15 yds.	12	12 do	24 00
Ste. Martine and Railway Station.	G. Marchand....	20 acres.	18	12 do	105 00
Ste. Martine Station and Ry. Station	J. Boudreault..	6 acres.	12	12 do	25 00
Ste. Martine Station and St. Urbain de Chateauguay.	Z. Bergevin....	4	6	12 do	130 00
St. Mathias and Village Richelieu.	A. F. Adam.....	3½	6	12 do	125 00
St. Michel de Rougemont and Railway Station.	A. P. Fontaine..	⅞	12	9 do (to Mar. 31, '97).	52 50
St. Michel de Rougemont and Railway Station.	L. H. Bachelder.	⅞	12	3 do from do	11 25

Post Office Department.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Ste. Monique and St. Augustin Railway Station.....	D. Léonard.....	2	6	11 mos. (to May 31, '97).	71 50
do do.....	L. Langevin dit Lacroix.....	2	6	1 do from do ..	4 08
St. Philippe de Laprairie and Railway Station.....	F. C. Larose.....	6 acres.	12	12 do	72 00
St. Philippe Railway Station and Stonefield.....	R. Chambers.....	9	6	12 do	285 00
Ste. Philomène and Railway Station do do.....	J. B. D'Amour.....	2½	6	6 do (to Dec. 31, '96).	72 50
do do.....	N. Reid.....	2½	6	6 do from do ..	45 00
St. Pie and Railway Station.....	J. Laperle.....	1¾	12	12 do	36 00
St. Placide and St. Scholastique do do.....	A. Gratton.....	13½	6	5 do 13 days (to Dec. 13, '96).....	135 32
do do do.....	do	14½	6	6 do 18 days from do ..	176 75
St. Polycarpe and Railway Station do do.....	E. Ladouceur.....	1½	18	12 do	75 00
St. Polycarpe and St. Téléphore do do.....	J. Montpetit.....	5	6	12 do	160 00
St. Rémi and Railway Station do do.....	C. Boyer.....	½	24	6 do (to Dec. 31, '96).	69 00
do do.....	L. Hébert.....	½	24	6 do from do ..	37 50
St. Rose and Railway Station.....	J. Robert.....	½	12	12 do and extra trips..	84 74
St. Sauveur and Piedmont Railway Station.....	E. Aubrey.....	1½	12	12 do	62 60
St. Scholastique and Ry. Station.....	A. Gratton.....	¾	24	12 do	80 00
St. Stanislas de Kostka and Valleyfield.....	E. Cardinal.....	9	6	12 do	220 00
Ste. Thérèse and Verchères.....	L. N. Handfield.....	6	3	12 do	78 00
Ste. Thérèse and Railway Station.....	N. Boismenu.....	¾	24	12 do	80 00
St. Timothée and Railway Station.....	C. Létourneau.....	1¼	12	12 do	98 00
St. Valentin and Stottville.....	W. Hetier.....	3	6	12 do	72 00
St. Vincent de Paul and Ry. Station do do.....	L. E. Gernain.....	20 acres.	12	3 do (to Sept. 30, '96).	20 62
do do.....	C. Hogue.....	do	12	9 do from do ..	82 11
Shawbridge and Railway Station.....	W. Bell.....	¾	12	12 do	39 00
Sherrington and Railway Station do do.....	B. Vautrin.....	2½	6	9 do (to Mar. 31, '97)..	86 25
do do.....	F. Gélinault.....	2½	6	3 do from do ..	30 00
Staynerville and Railway Station.....	H. Paquin.....	30 yds.	12	12 do	12 00
Terrebonne and Railway Station.....	E. Brière.....	¾	12 & 18	12 do	100 00
Valleyfield and Ry. Station (C.A.) do do.....	L. Leduc.....	¾	24	9 do (to Mar. 31, '97)..	150 00
do do.....	E. Rapin.....	¾	24	3 do from do ..	9 75
Valleyfield and Ry. Station (N.Y.C.) do do.....	L. Leduc.....	14 acres.	24	6 do (to Dec. 31, '93).	37 50
do do.....	M. Laniel.....	14 acres.	24	6 do from do ..	24 00
Valleyfield and Street Letter Boxes.....	D. Pitre.....	¾	6	12 do	36 00
Valois and Railway Station.....	P. G. Valois.....	3 acres.	12	12 do	60 00
Varennès and Railway Station.....	A. Malo.....	5 acres.	12	12 do	60 00
Vaudreuil and Ry. Station (G.T.).....	E. Gauthier.....	1¼	12	12 do	30 00
Verchères and Railway Station.....	N. Chicoine.....	12 acres.	12	12 do	60 00
Versailles and Ry. Station (C.P.) do do.....	L. Lacombe.....	½	12	3 do (to Sept. 30, '96).	13 50
do do.....	N. Choquette.....	¼	12	9 do from do ..	46 80
Village Richelieu and Ry. Station do do.....	N. D. D. Bessette.....	¼	12	6 do (to Dec. 31, '96).	24 00
do do.....	Z. Bessette.....	¼	12	6 do from do ..	22 50
White's Station and Ry. Station.....	W. Watson.....	100 feet.	6	8 do 16 days (from Oct. 15, '96).....	17 79
Total.....					\$38,547 75

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

NEW BRUNSWICK POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadie, Acadie Siding and Railway Station.	P. Legère.	$\frac{1}{2}$ & 8	12 & 2	12 months	70 00
Acadie and Village St. Jean.	C. Daigle.	7 $\frac{1}{2}$	1	12 do	30 00
Adamsville and Railway Station.	J. M. Kennedy.	$\frac{1}{2}$	12	12 do	60 00
Albert and Brookton.	U. Fullerton.	5	1	12 do	30 00
Albert and Elgin.	T. W. Church.	26	1	6 do (to Dec. 31, '96).	104 00
do do	S. Garland.	26	1	6 do from do	72 50
Albert and Point Wolfe.	J. N. Smith.	20	6	12 do	601 60
Albert and Railway Station.	R. C. Atkinson.	$\frac{1}{2}$	12	12 do	75 00
Albert Mines and Railway Station.	E. Woodworth.	$\frac{1}{2}$	12	12 do	40 00
Aldouane and Richibucto.	T. Richard.	8	2	12 do	36 00
Alexander's Point and Lameque.	C. Chiasson.	3 $\frac{1}{2}$	3	12 do	61 00
Alexander's Point and Miscou Light House.	J. Bizau.	27	3	12 do	365 00
Alexander's Point and Shippigan.	F. DeGrace.	3	3	12 do	100 00
Alexandrina and Notre Dame.	J. Gueguen.	4	1	12 do	17 72
Alison and Moncton.	W. T. Jones.	9	1	9 do (to Mar. 31, '97).	37 50
do do	J. Steeves.	9	1	3 do from do	9 50
Allandale and Poquiock.	D. Doherty.	6	1	12 do	28 00
Alma and Hastings.	J. E. McQuaid.	4	1	12 do	26 00
Alma and Sinclair Hill.	B. Conner.	3	1	12 do	20 00
Ammon and Main Post Road.	D. E. Wilbur.	2 $\frac{1}{2}$	1	9 do (to Mar. 31, '97).	7 56
Anagance and Corn Hill.	R. H. Stockton.	6	2	12 do	65 00
Anagance and Elgin.	E. A. Robinson.	18	2	12 do	90 00
Anderson and Midgie Station.	C. Hicks.	11 & 20 $\frac{1}{2}$	2	8 do (to Feb. 28, '97).	59 49
do do	do	11 & 16 $\frac{1}{2}$	1	4 do from do	25 97
Andover and Carlingford.	R. S. Shannon.	4	2	12 do	54 84
Andover and Railway Station.	J. A. Perley.	1	12	12 do	50 00
Annidale and Highfield.	C. Alcorn.	4	2	12 do	49 48
Apoahqui and Avonmore.	G. Z. Parlee.	10	1	7 do (to Jan. 31, '97).	49 58
do do	do	10	1	5 do from do	30 00
Apoahqui and Erb Settlement.	H. E. Sinnott.	4 & 9	1	7 do (to Jan. 31, '97).	35 00
do do	do	4 & 9	1	5 do from do	20 00
Apoahqui, Millstream, Collina and Pearsonville.	J. Wiles.	6, 11, 14 & 17	6, 3 & 2	12 do	400 09
Apoahqui and Railway Station.	J. A. Sinnott.	100 yds.	12	12 do	62 60
Aristook Portage and California.	D. Murchison.	2	1	12 do	32 00
Armstrong and Waterford.	D. J. Gray.	8	1	12 do	60 00
Armstrong's Brook, Jaquet River, Durhamville and Railway Station.	W. Barclay.	$\frac{1}{2}$, 1 & 2 $\frac{1}{2}$	6 & 12	12 do	210 00
Armstrong's Corner and Round Hill.	A. Graham.	20	2	2 do (to Aug. 31, '96).	28 00
do do	do	21 $\frac{1}{2}$	2	7 do (to Mar. 31, '97).	105 35
do do	F. A. Woods.	21 $\frac{1}{2}$	2	3 do from do	40 00
Aroostook Junction and Railway Station.	D. B. Hopkins.	$\frac{1}{2}$	12	12 do	50 00
Ashland and Main Stream.	B. N. Shaw.	3	2	12 do	30 00
Avery's Portage and Railway Station.	M. McCombs.	1	12	12 do	40 00
Back Bay and St. George.	A. J. Seeley.	11 & 8	3	7 do (to Jan. 31, '97).	160 34
do do	W. E. Seeley.	11 & 8	3	5 do from do	58 33
Baie Verte and Baie Verte Road.	A. F. Cope.	4	2	3 do (to Sept. 30, '96).	10 00
Baie Verte, Baie Verte Road and Railway Station.	A. A. Copp.	$\frac{1}{2}$ & 4	2 & 12	9 do (from Oct. 1, '96)	62 40
Baie Verte and Railway Station.	G. W. Wells.	$\frac{1}{2}$	12	3 do (to Sept. 30, '96).	15 00

Post Office Department.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c. —Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bairdsville and Beaconsfield.....	H. Baird.....	11	1	6 mos. (to Dec. 31, '96)..	27 50
do do.....	S. Scott.....	11	1	6 do from do ..	22 00
Barnaby River and Railway Station	T. Dalton.....	$\frac{1}{10}$	12	12 do ..	35 00
Barnaby River and Semiwagon Ridge.....	M. Meagher.....	4	1	12 do ..	40 00
Bartholomew and Blackville.....	S. McCarthy.....	4	1	12 do ..	20 00
Bartbog and Chatham.....	J. Doyle.....	12	1	12 do ..	60 00
Bartlett's Mills and Railway Station	J. Bartlett.....	$\frac{1}{4}$	6	3 do (to Mar. 31, '97).	67 50
do do.....	H. S. Little.....	$\frac{1}{4}$	6	3 do from do ..	17 50
Bass River and South Branch.....	J. B. Miller.....	16	3	12 do ..	247 00
Basswood Ridge and St. Stephen.....	J. J. Whitlock.....	20 & 10	1	12 do ..	120 00
Bath and Kilfoil.....	J. D. Kilfoil.....	13 $\frac{1}{2}$	3	12 do ..	142 28
Bath and Railway Station.....	T. Bohan.....	$\frac{1}{2}$	12	12 do ..	100 00
Bathurst and Railway Station.....	J. Sivewright.....	2	24	12 do ..	225 52
Bathurst and Street Letter Boxes.....	H. Bishop.....	1 $\frac{1}{2}$	3 & 4	12 do ..	150 00
Bathurst Village and Moody.....	J. Taylor.....	6	1	12 do ..	20 00
Bathurst Village and Tête-à-gauche.....	A. Branch.....	10 & 8	1	12 do ..	70 00
Bathurst Village and Youghall.....	A. Anderson.....	5	3	12 do ..	50 00
Bay du Vin and Chatham.....	H. Mayo.....	25 $\frac{1}{2}$	2	12 do ..	224 00
Bay du Vin and Point Escumiac.....	P. Nolan.....	23	2	12 do ..	248 00
Bay du Vin Mills and Upper Bay du Vin.....	W. Dickens.....	5	1	12 do ..	40 00
Bayfield and Railway Station.....	T. Harper.....	1 $\frac{1}{2}$	6	12 do ..	75 00
Bayside and Fitzpatrick.....	R. Taylor.....	5	1	12 do ..	23 00
Bayside and St. Andrews.....	J. Richardson.....	7	2	12 do ..	100 00
Beaufort and Bristol.....	J. Boyer.....	20	2	12 do ..	283 00
Beaver Dam and Rusagornis.....	W. Haining.....	5	1	12 do ..	26 00
Beaver Harbour and Black's Harbour.....	E. W. Cross.....	3	1	12 do ..	50 00
Beaver Harbour and Pennfield Ridge	F. Eldridge.....	7 $\frac{1}{2}$	3	9 do (to March 31, '97)	131 25
do do.....	G. W. McKay.....	7 $\frac{1}{2}$	3	3 do from do ..	32 00
Beechwood, Mineral and Railway Station.....	A. J. Kearney.....	5 & $\frac{1}{2}$	1 & 12	12 do ..	70 00
Belledune, Belledune River and Railway Station.....	D. McCurdy.....	$\frac{1}{4}$	3 & 12	12 do ..	148 76
Belleisle Creek and Norton Station.....	J. E. Hickson.....	7	2	12 do ..	69 00
Belleveau Village and St. Joseph.....	M. Cormier.....	7	2	6 do (to Dec. 31, '96)	35 00
Belyea's Cove and Huestis Landing.....	J. B. Mott.....	3	2	12 do ..	39 00
Benton and Railway Station.....	G. W. Murray.....	50 yds.	12	6 do (to Dec. 31, '96)	10 00
Benton and Speerville.....	W. Speer.....	5	2	9 do (to March 31, '97)	63 75
do do.....	do.....	5	2	3 do from do ..	12 00
Beresford and Railway Station.....	J. Aubé.....	100 yds.	6	12 do ..	35 00
Beresford and Robertville.....	M. Frenette.....	3 $\frac{1}{2}$	3	12 do ..	50 00
Bigger Ridge and Foreston.....	W. H. Staten.....	4	1	12 do ..	29 00
Black Lands and River Charlo.....	W. Cook.....	3	3	12 do ..	38 00
Black Point and Railway Station.....	S. Laughlan.....	1	6	12 do ..	37 48
Blackville and Coughlan.....	D. A. Coughlan.....	4	1	12 do ..	30 00
Blackville and Railway Station.....	J. Duncan.....	1	12	9 do (to March 31, '97)	48 75
Blackville and Shinnickburn.....	W. T. Underhill.....	18	1	12 do ..	135 00
Blackville Railway Station and Underhill.....	W. Duncan.....	1 & 2	12 & 3	3 do from April 1, '97	17 50
Blackville and Underhill.....	W. T. Underhill.....	2	3	9 do (to March 31, '97)	39 00
Blair Athol, Dalhousie and Dundee	R. Wright.....	5 & 22	2	9 do (to March 31, '97)	205 50
do do.....	A. McKay.....	5 & 22	2	3 do from do ..	40 00
Blakely and Enniskillen Station.....	J. Blakely.....	3	2	12 do ..	45 00
Blissfield and Railway Station.....	J. Robinson.....	1 $\frac{1}{2}$	6	12 do ..	50 00
Bloomfield and Railway Station.....	N. Wetmore.....	$\frac{1}{2}$	2	12 do ..	56 00
Bloomfield Ridge and Boiestown.....	T. McDonald.....	6	1 & 2	1 do (to July 31, '96).	5 54
do do.....	do.....	6	2	8 do (to March 31, '97)	88 67
Bloomfield Ridge and Haynesville.....	R. Hinchey.....	2	1 & 2	1 do (to July 31, '96).	1 58
do do.....	do.....	2	1 & 2	8 do (to March 31, '97)	25 33
Bloomfield Station and Central Norton.....	N. Wetmore.....	3 $\frac{1}{2}$	3	12 do ..	59 40
Bloomfield Station and Railway Station.....	J. E. Titus.....	$\frac{1}{8}$	12	3 do to Sept. 30, '96).	5 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bocabec and St. Andrews.	F. Foster.	9	3	9 mos. (to March 31, '97)	104 25
do do	S. Orr.	9	3	3 do from do	31 25
Boiestown and Hayesville.	R. Hinchey.	18	2	3 do from April 1, '97	23 50
Boiestown and Parker's Ridge.	J. W. Parker.	5	1	12 do	25 00
Boiestown and Railway Station.	W. A. Campbell	$\frac{1}{2}$	12	12 do	28 00
Bon Accord and Kincardine.	D. Barns.	5	2	9 do (to March 31, '97)	60 00
do do	B. Niddrie.	5	2	3 do from do	13 75
Bonney River Station, Elmcroft and Railway Station.	J. P. Sullivan.	$\frac{1}{2}$ & 6	12 & 1	12 do	89 00
Boudreau Village and St. Joseph.	M. Cormier.	9	2	6 do (from Jan. 1, '97)	45 00
Boundary Creek and Railway Station.	T. C. Weldon.	$\frac{1}{2}$	12	9 do (to March 31, '97)	22 50
Boundary Creek and Steeve's Mountain.	do	$3\frac{1}{4}$	1	9 do (to March 31, '97)	28 50
Boundary Creek, Railway Station and Steeve's Mountain.	T. C. Wells.	$\frac{1}{2}$ & $3\frac{3}{4}$	12 & 1	3 do (from April 1, '97)	17 00
Bourgeois, Grandique and Poirer.	J. Arseneau.	$\frac{1}{2}$ & 2	1 & 3	12 do	70 00
Breadalbane and Railway Station.	D. Nichol.	1	12	12 do	50 00
Breau's Creek and College Bridge.	P. Gould.	$3\frac{1}{2}$	2	12 do	30 00
Bristol and Railway Station.	J. J. Hayward.	$\frac{1}{2}$	12	12 do	42 50
Brookville Station and Railway Station.	J. B. McMann.	$\frac{1}{2}$	12	12 do	50 00
Brownsville and Stewarton.	A. T. Stewart.	5	1	12 do	15 60
Buctouche, Coates' Mills and McLaughlin Road.	W. Hyslop.	19, 30 $\frac{1}{2}$ & 15	2 & 3	3 do (to Sept. 30, '96).	58 75
Buctouche, Coates' Mills and McLaughlin Road.	W. P. Nowlan.	19, 30 $\frac{1}{2}$ & 15	2 & 3	9 do from do	165 00
Buctouche and Richibucto.	A. Hannagan.	18	3	12 do	200 00
Buctouche and St. Edouard.	L. Sawyer.	6 $\frac{1}{2}$	1	12 do	35 00
Buctouche and St. Jean Baptiste.	M. McLaughlin.	1 $\frac{1}{2}$	6	12 do	65 00
Buctouche and Shediac.	J. D. Weldon.	22	6	12 do	494 00
Bull Moose Hill and Springfield.	W. E. Benson.	5	1	12 do	24 00
Burnt Church and Church Point.	W. L. Davidson.	4	6	12 do	92 00
Burt's Corner, Dorn Ridge and Railway Station.	E. Burt.	$\frac{1}{2}$ & 5	2 & 12	12 do	61 00
Butternut Ridge and Carsonville.	C. I. Keith.	15	1	7 do (to Jan. 31, '97).	54 25
do do	W. A. Price.	15	1	5 do from do	28 33
Butternut Ridge and Hicksville.	M. J. Hicks.	4	2	8 do (to March 31, '97)	20 00
Butternut Ridge, New Canaan and Forks.	A. Perry.	12 & 3	2 & 1	12 do	78 00
Butternut Ridge and Railway Station.	H. H. Keith.	$\frac{1}{2}$	6	9 do (to March 31, '97)	15 00
Butternut Ridge and Railway Station.	S. Perry.	$\frac{1}{2}$	6	2 do from do	3 33
Butternut Ridge, Hicksville and Railway Station.	W. H. Freeze.	$\frac{1}{2}$ & 4	6 & 2	1 do (from June 1, '97)	5 00
Caledonia, Turtle Creek and Railway Station.	S. Berry.	17 $\frac{1}{4}$	2	12 do	130 28
Calhoun and Railway Station.	T. B. Calhoun.	$\frac{1}{4}$	12	12 do	25 00
Cameron's Mills and St. Louis de Kent.	H. Landry.	10	2	12 do	60 00
Campbells Settlement and Lower Southampton.	T. McCorquindale.	8 $\frac{1}{2}$	2	12 do	69 00
Campbellton and Railway Station.	G. Cumming.	1	30	2 do (to Aug. 21, '96).	41 66
do do	do	1	30	5 do (from Feb. 1, '97)	82 58
Campbellton, Railway Station and Seven Mile Ridge.	do	1 & 7	3 & 1	5 do (to Jan. 31, '97).	125 00
Campbellton and Seven Mile Ridge.	do	7	1	5 do (from Feb. 1, '97)	14 58
Canaan Station and Railway Station.	J. J. Bernard.	$\frac{1}{2}$	12	12 do	25 00
Canaan Station and Sweeneyville.	E. H. Budd.	8 & 12	2	12 do	89 00

Post Office Department.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Canobie and Clifton	W. Glendinning.	3	1	12 months	30 00
Canterbury Station and North Lake	J. O. McNelly ..	22	2	12 do	250 00
Canterbury Station and Railway Station	J. S. Law	100 yds.	12	12 do	50 00
Cape de Moisselle Creek and Railway Station	J. Wilson	1 ¹ / ₈	12	12 do	25 00
Cape Spear and Railway Station	A. Seamon	5	2	12 do	41 60
Cape Tormentine and Railway St'n.	J. R. Barry	200 ft.	12	12 do	15 00
Caraquet and Lower Caraquet	A. Lantaigue	5	3	12 do	40 00
Caraquet and St. Simonds	J. Lantaigue	9	1	12 do	28 00
Caraquet and Tracadie	P. Thérault	22	6	9 do (to Mar. 31, '96).	258 00
do do	E. Sewell	22	6	3 do from do	77 50
Carleton and St. John	T. M. Burns	1	35	9 do (to Mar. 31, '97).	115 50
Carleton and Street Letter Boxes	J. McG. Campbell	1 ¹ / ₄	12	9 do (to Mar. 31, '97).	60 00
Carlisle, Cloverdale and Lower Windsor	N. L. Shaw	2 & 4	1 & 3	12 do	90 00
Caron Brook and Lake Baker	T. Daigle	6	1	9 do (to Mar. 31, '97).	37 50
do do	N. Nadeau	6	1	3 do from do	12 00
Carrol's Crossing and Railway St'n.	A. A. O'Donnell ..	20 yds.	12	12 do	12 00
Central Blissville and Fredericton Junction	J. Sheehan	4	2	12 do	55 00
Central Hampstead and Hibernia	D. O. Nickerson ..	3	2	12 do	36 00
Central Waterville and Temperance Vale	R. Murdoch	5	2	7 do (to April 30, '97).	29 17
do do	do	3 ³ / ₄	2	2 do from do	6 25
Centreville and Railway Station	L. B. Clark	5	6	9 do (to Mar. 31, '97).	176 25
do do	do	5	6	3 do from do	46 75
Centreville, Tracey's Mills and Greenfield	W. H. Lewis	2,14 & 6	3 & 2	12 do	130 00
Chamber's Settlement and Fosters Croft	T. Morrissey	5	1	12 do	29 00
Chambord and Grand Falls	G. Poitras	4 & 6	2	12 do	88 00
Chance Harbour, Lépreaux and Little Lépreaux	A. Hope	19 & 4	2 & 12	9 do (to Mar. 31, '97).	195 00
do do	A. J. Mawhinney ..	15 & 4	2 & 12	3 do from do	48 75
Charleston and Middle Simonds	M. Mulheron	11	2	12 do	100 00
Charlo Station and Upper Charlo	P. Laviolette	2 ¹ / ₂	6	12 do	64 00
Chatham and Douglasfield	T. King	5	1	12 do	25 00
Chatham and Kouchibouguac	P. McNaughton	26	2	12 do	218 00
Chatham and Street Letter Box	R. B. Adams	1 ¹ / ₂	12	2 do (to Aug. 31, '96).	10 43
Chatham and Loggieville	T. H. Fitzpatrick ..	6	4	12 do	210 00
Chatham and Railway Station	A. S. Ullock	1	24	9 do (to Mar. 31, '97, less fines)	220 50
do do	T. H. Fitzpatrick ..	1	30	3 do from do	52 50
do do (C.E.)	T. Fitzpatrick	1	12	9 do (to Mar. 31, '97).	60 00
Chatham and Tracadie	T. Sisk	52	6	12 do	1,099 00
Chelmsford and Railway Station	G. Harper	1 ¹ / ₄	12	12 do	50 00
Chipman and Harcourt	L. J. Wathen	40	1	12 do	192 00
Chipman and Harley Road	J. D. Brown	5	1	12 do	50 00
Chipman and Sheffield	E. Lawrence	40 ¹ / ₂	2	12 do	350 00
Church Hill and River View	A. Bayley	2	2	12 do	40 00
Clair and Fort Kent	N. Nadeau	1 ¹ / ₂	12	12 do	50 00
Clarendon and Gaspereaux Station	W. H. Jones	6	2	12 do	59 00
Clarendon Station and Ry. Station	G. S. Lacy	1 ¹ / ₂	6	12 do	40 00
Clifton and Grey's Mills	J. Rodgers	10	6	10 do (to April 30, '97).	203 33
do do	do	15	3	2 do from do	23 16
Clifton and Lands End	O. M. Flewelling ..	22	2	10 do (to April 30, '97).	227 33
Clifton and Rothsay	G. S. Pettingell ..	5	6	2 do (from May 1, '97)	22 33
Clinches Mills and Goosebury Cove.	A. Ferguson	4	2	12 do	65 00
Clinches Mills and Little Musquash	G. Wayne	5	1	12 do	40 00
Clinches Mills and Railway Crossing	A. F. Hinch	1 ¹ / ₂	12	6 do (to Dec. 31, '96).	13 00
Clover Hill and Sussex Vale	J. McLaughlin	15 ¹ / ₂	2	12 do	145 00
Coal Branch Station and Railway Station	J. T. Swift	100 yds.	12	12 do	48 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Coal Creek and Coal Mines.	J. F. Weaver.	4	2	12 months	42 00
Coal Creek and Upper Coal Creek.	M. E. Weaver.	4	2	12 do	25 00
Cocagne and Cocagne Cape	A. Bourgeois.	4	1	12 do	25 00
Cocagne and Cormierville	A. Gogmen.	6	2	12 do	45 00
Cocagne and Notre Dame.	E. Bilodeau.	6	2	12 do	75 00
Cold Brook and Railway Station.	J. J. O'Neill.	4	12	12 do	30 00
Cole's Island and Narrows	R. E. Cole	12	3	12 do	200 00
Cole's Island and New Canaan	M. Starkey	23	1	12 do	100 00
College Bridge and Railway Station	D. F. Richard	1/2	12	12 do	75 00
Colina and Springfield.	J. Kellier.	14 & 10	1	9 do (to Mar. 31, '97).	39 00
do do	T. T. H. Scoville	14 & 10	1	3 do from do	12 50
Comneau and Tracadie	J. D. Comneau.	7	1	12 do	35 00
Connors and Mouth of St. Francis.	E. Ouellet	3 1/2	3	12 do	65 60
Cork Station and Railway Station.	W. Murphy	3 1/2	3	12 do	16 00
Cormier's Cove, St. Joseph and Railway Station	V. J. Landry.	1 & 2	12 & 2	12 do	92 00
Corn Hill and Petitcodiac.	W. W. Price.	11 & 7	1	12 do	39 32
Cox's Point and Cumberland Bay.	T. H. Branscombe	5	1	12 do	30 00
Cross Creek and Green Hill	E. Humble.	4	1	12 do	52 00
Cummings' Cove and Fairhaven	G. Wentworth.	3	3s-2w	12 do	30 00
Curryville and Railway Station	J. A. Beaumont.	1/2	12	12 do	45 00
Dalhousie and Point La Nim.	P. Stewart.	3	3	3 do (to Sept. 30, '96).	11 25
do do	J. Nolan.	3	3	9 do from do	37 25
Dalhousie and Railway Station	H. A. Johnson.	1/2	24	12 do	250 40
Dalhousie and Dalhousie Junction.	T. Murphy	1/2		Special trip	1 00
Dalhousie and Steamer Wharf	H. A. Johnson.	1/2	2	Season 1896	39 50
do do	W. Gouler	1/2	2	Part of season 1897.	7 20
Dalhousie Junction and Railway Station.	W. Jamieson	1/2	12	10 mos. (to April 30, '97).	43 33
do do	T. Robinson	1/2	12	2 do from do	6 00
Dawson Settlement and Hillsboro'	E. Dawson.	8	2	12 do	82 00
Debec and Railway Station	A. Harron	1/2	12	12 do	36 00
Derby and Railway Station	T. Parker	1/2	12	12 do	60 00
Doaktown and Railway Station	T. D. Swim.	1/2	12	12 do	25 00
Doaktown and Shinnickburn.	J. McDuff	18	1	12 do	100 00
Donegal, Waterford and Sussex Vale.	T. C. Buchanan.	10 & 8	1 & 3	6 do (to Dec. 31, '96).	117 00
do do	J. Buchanan	10 & 8	1 & 3	6 do from do	117 00
Dorchester and Fairview	A. Crossman	3 1/2	1	12 do	36 40
Dorchester and Middleton	A. Chapman	2	6	12 do	55 00
Dorchester and Railway Station.	S. W. Tingley	1/2	36	9 do (to Mar. 31, '97).	360 00
do do	do	1/2	36	3 do from do	48 50
Dorchester and Rockport.	E. Lockhart	12	2 w-3s	12 do	149 00
Dorchester and Woodhurst	B. Card	5	1	12 do	25 00
Dorchester Crossing, Railway Station and Scadouc.	P. Pellerain	1/2 & 2 1/2	2 & 1	12 do	40 00
Douglas and Railway Station	E. Currie.	100 yds.	3	12 do	30 00
Douglstown and Newcastle.	R. H. Gremley.	5	6	12 do	125 00
Dover and Moncton	A. McFarlane	15	3	12 do	130 00
Downeyville, Hatfield Point and Springfield.	W. Kellier.	3 & 11	4 & 2	12 do	101 20
Downeyville and Tooleton.	V. Vanwart	11 & 3	4	9 do (to Mar. 31, '97).	53 25
do do	J. W. Toole	12 & 3	4	3 do from do	13 82
Doyle's Brook and Railway Station.	J. Grattan.	4 1/2	3	12 do	75 00
Doyle's Settlement, Lorne and River Louison.	T. Hayes.	3 & 7	1 & 2	9 do (to Mar. 31, '97).	46 50
do do	A. Murchie	3 & 7	1 & 2	3 do from do	10 25
Dumbarton Station and Railway Station.	W. Saunders.	1/2	6	3 do (to Sept. 30, '96).	7 50
do do	do	1/2	6	9 do from do	30 00
Dungiven and Memramcook.	E. W. Toole	4	1	12 do	25 00
Dunphy, Morehouse and Railway Station.	H. Morehouse	3 & 2	2 & 6	9 do (from Oct. 1, '96)	60 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance of Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dunphy and Morehouse	J. Morehouse	3	1 & 3	3 mos. (to Sept. 30, '96).	8 75
Dunphy and Railway Station	J. E. Dunphy	2	6	3 do (to Sept. 30, '96).	22 50
Durham Bridge and Railway Station	R. Abernethy	3	12	12 do	30 00
Durhamville and Mitchell Settlement	W. Arseneau	5	2	12 do	40 00
Edmundston and Grand Falls	M. Hartt	37	6	7 do (to Jan. 31, '97).	872 08
do do	J. Beaulieu	37	6	5 do from do	375 00
Edmundston and Railway Station	E. Hartt	4	As req.	12 do	156 50
Edmundston and Upper Madawaska	D. Sirois	3	6	12 do	24 00
Eel River Crossing and Railway Station	D. Cook	16 & 13	12	12 do	50 00
Elgin and Flint Hill	N. B. Leeman	5	2	11 do (from Aug. 1, '96).	110 00
Elgin and Pleasant Mount	C. Henderson	5	1	7 do (from Dec. 1, '96)	20 42
Elgin and Prossor Brook	N. B. Leeman	13	2	1 do (to July 31, '96)..	8 00
Elgin and Railway Station	J. D. Steeves	1 1/2	6	12 do	39 88
Elgin and River View	A. Geldart	3	1	12 do	24 00
Elgin and Weldon	T. Carty	4	1	12 do	30 00
Ellenstown and Millerton	D. Sauntry	3	1	12 do	25 00
Elmsville and Railway Station	J. H. Dyer	1 1/2	6	12 do	40 00
Emigrant Road and Railway Station	M. Mulrine	1 1/2	3	12 do	30 00
Ennishore and Grand Falls	C. O. Regan	3 1/2	1	12 do	30 00
Eaniskillen Station and Railway Station	B. McAloon	4	6	12 do	28 00
Exmore and Red Bank	F. Murphy	3	1	12 do	30 00
Fairville and Railway Station	F. C. Tilton	4	18	12 do	75 00
Fenwick and McKnight	E. Long	1 1/2	2	12 do	16 00
Fenwick and Sheba	W. Robinson	4 1/2	2	12 do	29 00
Ferguson's Point and Main Post Road	W. Ferguson	3	6	12 do	40 00
Ferndale and Hillside	B. Colwell	2	1	12 do	20 00
Flatlands and Railway Station	J. Steeves	1 1/2	6	12 do	50 00
Florenceville and Railway Station	E. McMullen	1	12	12 do	185 00
Florenceville East, Riverbank and Oakland	D. Semple	4 & 2 1/2	3 & 2	12 do	85 00
Flume Ridge, Harvey Station and Magaguadavic	J. Moffitt	6 & 18	2 & 1	12 do	156 00
Foley Brook and Salmonhurst	J. Poulsen	5	2	12 do	50 00
Forest Hill and Main Post Road	J. W. Gifford	4	2	9 do (to Mar. 31, '97).	15 00
do do	G. F. Steeves	4	2	3 do from do	4 50
Forks and Ida	S. S. Clark	5	1	9 do (to Mar. 31, '97).	33 75
do do	C. Keirstead	5	1	3 do from do	4 75
Four Falls and Silver Beach	D. Murchison	16	2	7 do (to Jan. 31, '97)..	127 17
do do	J. A. Wright	16	2	5 do from do	33 33
Four Roads and Inkerman	M. Gibbs	3 1/2	2	12 do	35 00
Fox Creek and Moncton	A. B. White	12	3	12 do	105 00
Fredericton and Hanwell	D. Goodine	10	1	12 do	60 00
Fredericton and Street Letter Boxes	H. J. Phair	3 3/4	12	12 do	191 64
Fredericton and Lower St. Mary's	do	6	2	12 do	90 00
Fredericton and Meductic	J. Philips	51	3	9 do (to Mar. 31, '97).	468 75
do do	W. E. Everett	51	3	3 do from do	131 25
Fredericton and Nasonworth	D. D. Nason	9 1/2	1	12 do	38 00
Fredericton and Railway Station	P. D. McKenzie	1 1/2	As req.	12 do	292 48
do do (C.E)	do	1 1/2	24	12 do	120 00
Fredericton and St. Mary's Ferry	M. W. Ryan	2 1/4 & 1	12	12 do	106 64
Fredericton and Tay Mills	R. H. Rainsford	27	1	9 do (to Mar. 31, '97).	165 00
do do	do	27	1	3 do from do	45 00
Fredericton and Wisely	do	4	2	12 do	60 00
Fredericton Junction and Railway	J. Shehan	25 yds.	24	12 do	40 00
French Village and Railway Station	C. Stephenson	4	2	12 do	50 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gagetown and Narrows.....	F. E. Wilson.....	19	3	12 months.....	280 00
Gagetown and Upper Gagetown.....	G. W. Allingham.....	10	3	12 do.....	112 48
Gagetown and Welsford.....	H. Queen.....	28	3	7 do (to Jan. 31, '97)..	233 33
do do.....	C. F. Queen.....	28	3	5 do from do.....	153 33
Gagetown and Westfield.....	W. H. Belyea.....	44	3	7 do (to Jan. 31, '97)..	364 00
do do.....	L. S. Thomson.....	44	3	5 do from do.....	250 00
Gagetown and White's Cove.....	W. Hamilton.....	13	3	12 do.....	250 00
Gaspereaux Station and Railway Station.....	J. Mooney.....	1	6	12 do.....	60 00
Gaythorne and Tabusintac.....	G. Buchanan.....	4 $\frac{3}{4}$	1	12 do.....	35 00
Gibson and Railway Station.....	T. Hoben.....	3	24	12 do.....	80 00
do do.....	J. Robinson.....	1 $\frac{1}{2}$	12	12 do.....	25 00
Gillespie and Grand Falls Portage.....	J. McCallum.....	2	1	9 do (to Mar. 31, '97)..	30 00
do do.....	S. Mulherson.....	2	1	3 do from do.....	7 50
Gladstone and Kintore.....	T. Watt.....	9	3	9 do (to Mar. 31, '97)..	117 00
do do.....	W. Watt.....	9	3	3 do from do.....	39 00
Gladwin and Red Rapids.....	G. Yone.....	3	2	12 do.....	35 00
Glassville and Ruther Glen.....	R. Gray.....	4	3	12 do.....	48 00
Golden Ridge and Knowlesville.....	W. J. Campbell.....	6	1	12 do.....	34 00
Goose Creek and Shepody Road.....	J. Prescott.....	13	1	12 do.....	75 00
Gouldville and Memramcook.....	J. F. Richard.....	2 $\frac{1}{2}$	2	12 do.....	45 00
Grafton and Woodstock.....	A. G. B. Stone.....	1 $\frac{1}{2}$	6	12 do.....	60 00
Grainfield and North Renous.....	M. Hayes.....	4	1	6 do (to Dec. 31, '96)..	25 00
Grainfield, Renous Bridge and South Renous.....	M. Kehoe.....	4 & 5 $\frac{1}{2}$	1 & 2	6 do (from Jan. 1, '97)	44 00
Grande Anse and Mizouette.....	S. D. Thérault.....	8	2	12 do.....	94 72
Grand Bay and Railway Station.....	D. Hamm.....	1	6	12 do.....	28 00
Grand Falls and Railway Station.....	J. J. Kelly.....	1	12	6 do (to Dec. 31, '96)..	37 50
do do.....	do.....	1	12	6 do from do.....	22 50
Grand Falls and Undine.....	F. Petit.....	19 $\frac{1}{2}$ & 11	2	9 do (to Mar. 31, '97)..	120 27
do do.....	G. A. McMillan.....	19 $\frac{1}{2}$ & 11	2	3 do from do.....	31 25
Grand Falls and Woodstock.....	J. A. Perley.....	74	6	12 do.....	2,700 00
Grand Harbour and Whitehead.....	F. J. Martin.....	6	2	12 do.....	125 00
Grand Manau and Seal Cove.....	W. H. McLean.....	12	3 & 2	12 do.....	98 00
Grattan and Upper Neguac.....	P. Grattan.....	3 $\frac{1}{2}$	2	12 do.....	40 00
Great Shemogue and Shediac.....	L. D. Boudreau.....	24 & 26 $\frac{1}{2}$	6	6 do (to Dec. 31, '96)..	262 74
do do.....	do.....	24 & 26 $\frac{1}{2}$	6	6 do from do.....	249 74
Green Point and Petit Rocher.....	J. B. Laplante.....	3 $\frac{1}{2}$	1	11 do (to May 31, '97)..	25 66
do do.....	do.....	6 $\frac{1}{2}$	1	1 do from do.....	4 17
Halcomb, Lyttleton and Red Bank.....	W. H. Somers.....	5 & 5	1 & 3	12 do.....	138 00
Hammond Vale and Shepody Road.....	W. Fowler.....	12	1	12 do.....	104 00
Hampstead and Wickham.....	J. S. Van Wart.....	2	2	12 do.....	40 00
Hampton and Assekeag.....	A. B. Smith.....	1	6	7 do and 8 days (to Feb. 8, '97).....	35 82
do do.....	J. Bovaird.....	1	6	4 do 20 days (from Feb. 8, '97).....	23 05
Hampton and Urquharts.....	J. McLaughlin.....	13	2	12 do.....	130 00
Handford Brook and Upham Station.....	R. McFee.....	5	2	12 do.....	43 28
Hardingville and Quaco Road.....	F. J. Johnston.....	4	1	12 do.....	29 00
Harwood and Salisbury.....	G. R. Price.....	13	1	12 do.....	39 88
Harrisville and Lewisville.....	C. F. Vincent.....	3	2	12 do.....	20 00
Hartland and Knowlesville.....	A. Albright.....	20	3	12 do.....	264 00
Hartland and Railway Station.....	J. Barnett.....	1	12	6 do (to Dec. 31, '96)..	30 00
Harvey and Lowell.....	M. E. Smith.....	6 $\frac{1}{2}$	1	12 do.....	38 00
Harvey and Railway Station.....	L. F. West.....	1 $\frac{1}{2}$	6	12 do.....	130 00
Harvey and Waterside.....	S. C. Stevens.....	12 $\frac{1}{10}$	6	9 do (to Mar. 31, '97)..	244 29
do do.....	S. Wilbur.....	12	6	3 do from do.....	69 75
Harvey Station and Railway Station.....	D. Glendinning.....	50 yds.	12	12 do.....	40 00
Harvey Station and Yoho.....	R. Coffey.....	8	1	12 do.....	48 00
Hatfield Point and Jones Corner.....	M. Lunn.....	7	1	12 do.....	40 00
Hatfield Point and West Scotch Settlement.....	W. A. S. Perkins.....	4	1	12 do.....	22 00

Post Office Department.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Head of Millstream, Miller's Brook and Sussex Vale	B. B. Hayes	24 & 19	1 & 2	8 mos. (to Feb. 28, '97)..	\$ cts. 136 67
Head of Millstream and Perry Settlement	do	5	1	12 do	30 00
Head of Millstream and Sussex Vale	do	19	2	4 do (from Mar. 1, '97)	58 33
Head of Tide and Railway Station	H. C. Gillis	7 ¹ / ₂	6	12 do	80 00
Head of Tide and Robinsonville	W. D. Duncan	29	2	12 do	223 16
Heron Island and New Mills	W. Maxwell	3	1	12 do	36 00
Hillsborough and Lower Cape	T. Ross	9	6	9 do (to Mar. 31, '97).	133 50
do do	do	9	6	3 do from do	50 00
Hillsborough and Railway Station	R. E. Steeves	4	12	12 do	80 00
Hillsborough and Rosevale	W. J. Bazley	13	3	12 do	132 00
Hillsdale and Mackville	M. McIntyre	3	1	12 do	30 00
Hillsdale and Sussex Vale	W. Buchanan	17	3	12 do	237 00
Holderville and Milledgeville	C. H. Gibbons	17 & 21	6 & 3	2 do (from May 1, '97)	54 83
Hopewell Cape and Railway Station	W. E. Calhoun	3 ¹ / ₂	6	3 do (to Sept. 30, '96).	27 30
do do	F. Ayer	3 ¹ / ₂	6	9 do from do	105 00
Hopewell Hill, Hopewell and Railway Station	C. L. Peck	1 & 1/4	6 & 12	12 do	110 00
Hopewell Hill and Memel	R. S. Woodworth	7 & 5	1	12 do	37 00
Hopper and Little River (Elgin)	W. S. Hopper	6	1	12 do	25 00
Hopper and Salisbury	J. McGee	18	1	12 do	82 00
Hoyt Station and Juvenile Settlement	W. H. Wallace	12 & 9	2	12 do	70 00
Hoyt Station and Railway Station	A. W. Mersereau	1/2	12	12 do	70 00
Indian Mountain and Moncton	W. B. Maddison	14	1	9 do (to Mar. 31, '97).	55 86
do do	J. McFarlane	14	1	3 do from do	13 00
Indiantown and St. John	D. O'Connell	2	12	7 do (to Jan. 31, '97).	126 00
do do	H. Feney	2	12	5 do from do	41 25
Irishtown and Shediac	C. Sullivan	20	1	12 do	126 00
Jenkins and Thornetown	M. B. Percy	2	3	12 do	38 00
Jolicure, Westmoreland Point and Railway Station	C. Wry	7 & 1	6 & 12	7 do (to Jan. 31, '97)..	131 26
do do	do	7 & 1	6 & 12	5 do from do	66 66
Jordan Mountain and Newton	E. Marr	4	1	9 do (to Mar. 31, '97).	28 50
do do	do			Compensation for cancellation of contract.,...	7 00
Keats and Petitcodiac	W. A. Humphrey	7	3	12 months.....	109 00
Kent Junction and Railway Station	J. Horton	4	12	12 do	30 00
Kerry and New Ireland Road	J. Garland	5	1	3 do (to Sept. 30, '96).	12 37
do do	J. E. Teahan	5	1	9 do from do	27 00
Keswick Ridge, Mouth of Keswick, Upper Haynesville, &c	J. Harrigan	7, 26 & 32	1 & 2	9 do (to Mar. 31, '97).	273 00
do do	do	7, 26 & 32	1 & 2	3 do from do	83 00
Kinburn and Kintore	D. Watt	6	3	12 do	100 00
Kinburn and Railway Station	B. Kinburn	5	12	12 do	35 00
Kingsclear and New Market	D. McDade	5	1	12 do	28 00
Kingston (King's) and Perry's Point	J. Paddock	2 1/2	2	10 do (to April 30, '97).	23 93
Kingston (Kent) and Railway Station	E. Harnett	1/2	12	6 do (to Dec. 31, '96)..	50 00
do do	J. Conway, jun.	1/2	12	6 do from do	40 00
Kingston (Kent) and Richibucto Village	P. McCaie	7	2	12 do	44 00
Kingston (King's) and Rothesay	S. Cosman	10	6	10 do (to April 30, '97).	374 17
Kingston, Reed's Point and Saunder's Siding	L. J. Cosman	3 & 5	6	2 do (from May 31, '97)	32 33
Kingston and The Bluffs	J. L. Kierstead	3	2	12 do	30 00
Knoxford and Upper Knoxford	R. Longstaff	4	1	12 do	32 00
Kouchibouguac and Kouchibouguac Beach	J. Sullivan	9	2	12 do	49 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal
Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kouchibouguac and Pointe Sapin	J. Sullivan	20	1	12 months	64 00
Kouchibouguac and Richibucto	E. Pine	12	6	12 do	304 00
Lake George and Prince William Station	A. McLean	22	2	6 do (to Dec. 31, '96)	73 50
do do	do	22	2	6 do from do	61 74
Lakeview and Narrows	R. Black	3	3	12 do	50 00
Lakeville Corner and Newcastle Creek	J. C. Simmons	28	2	1 do (to July 31, '96)	13 34
Landry and Pockmouche	M. Landry	5	1	12 do	23 00
Lawrence Station and Ry. Station	J. Taylor	200 yds.	12	6 do (to Dec. 31, '96)	26 00
do do	E. Taylor	$\frac{1}{2}$	12	6 do from do	26 00
Ledge and St. Stephen	J. Green	4	3s&2w	12 do	75 00
Légère and Portage River	L. Mauzerall	2	3	12 do	30 00
Lépreaux and Pécologan	S. T. Anderson	10	2	12 do	100 00
Lépreaux and Railway Station	H. P. Reynolds	$\frac{1}{2}$	12	6 do (to Dec. 31, '96)	20 00
Lewis Mountain and Petitcodiac	W. W. Price	12 & 13	1	12 do	92 80
Lime Hill and Main Post Road	A. C. Scribner	2	1	12 do	20 00
Limekiln and Stanley	H. R. Turnbull	2	1	12 do	25 00
Lincoln and Oroonoto	A. E. Bulley	4	3	9 do (to March 31, '97)	48 75
do do	W. Rutledge	4	3	3 do from do	9 87
Lisson and Markhamville	T. Lisson	3 $\frac{1}{2}$	1	12 do	20 00
Little Lake and Tracey Station	J. Duplisea	11	1	12 do	55 00
Loch Lomond and St. Martins	J. Kennedy	20	1	12 do	125 00
Long Beach and Salmon River	B. Tufts	2	1	12 do	26 00
Long Point and Springfield	E. Kellier	7 & 10	2	12 do	78 80
Long Settlement and Woodstock	H. N. Atherton	26	2	12 do	275 00
Lower Brighton, Newborough Junction, Pembroke, &c.	D. Downey	3 & 6	6 & 2	12 do	150 00
Lower Nappan and Point au Car	A. Campbell	5 $\frac{1}{2}$	2	12 do	52 32
Lower Southampton and Norton Dale	A. Cliff	10	2	3 do (to Sept. 30, '96)	28 00
Lower Turtle Creek and Turtle Creek	G. A. Fillmore	3	1	12 do	15 00
Ludlow and Railway Station	J. Murphy	$\frac{1}{2}$	12	12 do	20 00
McGinley and Railway Station	A. N. Charters	1	6	12 do	75 00
McNamee and Railway Station	E. H. Wilson	$\frac{1}{2}$	12	12 do	45 00
Maple Green and Railway Station	A. Campbell	1	3	12 do	45 00
Maplehurst, Upper Kent and Railway Station	A. Hawthorne	3 & $\frac{1}{2}$	2 & 12	7 do (to Jan. 31, '97)	68 33
do do	do	3 & $\frac{1}{2}$	2 & 12	5 do from do	43 34
Maplewood and Millville	C. E. Palmer	5	1	12 do	40 00
Mars Hill and River de Chute	J. B. Porter	5	1	12 do	25 00
Marysville and Railway Station	G. W. Foster	5	24	12 do	60 00
Maugeville and Upper Maugeville	W. H. Bent	5	6	Season 1896 and 97	75 00
Meadows and Railway Station	G. F. Beach	20 yds.	12	12 months	20 00
Meductic and Porton	N. Marsten	6	1	9 do (to March 31, '97)	22 50
do do	T. S. Porter	6	1	3 do from do	7 50
Meductic and Woodstock	H. M. Bourne	12	6	12 do	300 00
Melrose and Railway Station	B. Corrigan	1 $\frac{1}{2}$	6	12 do	26 00
Memramcook and Railway Station	S. C. Charters	$\frac{1}{2}$	36	12 do	150 00
Midgie Station and Railway Station	C. Hicks	40 yds.	6	12 do	10 00
Milford Railway Station and Pleasant Point	J. Irvine	1 $\frac{7}{10}$ & 1	12	9 do (to March 31, '97)	131 25
do do	do	1 $\frac{7}{10}$	12	3 do from do	18 75
Milledgeville and St. John	D. O'Connell	4	6	7 do (to Jan. 31, '97)	113 75
do do	J. B. Haman	4	6	5 do from do	52 17
Millerton and Railway Station	G. R. Vanderbeck	$\frac{1}{2}$	12	12 do	40 00
Millstream and Mountain Dale	S. H. Fenwick	6 & 7	1	12 do	65 00
Millstream and Mount Hebron	E. T. Fenwick	5	1	42 do	40 56
Milltown and St. Stephen	Hardy & Bridges	2	12	12 do	135 00
Musquash and Railway Station	L. D. Carman	$\frac{1}{2}$	12	12 do	28 00

Post Office Department.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Milltown and Upper Mills.....	J. W. Heaton..	3	1	12 months.....	48 00
Millville, Railway Station and Temperance Vale.....	S. A. Jones.....	1 & 6	12 & 3	10 do (to April 30, '97)	125 00
do do	do	1 & 7 1/2	12 & 3	2 do from do	30 77
Mineral and Oaktown.....	J. Watson.....	3 1/2	1	9 do (to Mch. 31, '97)	22 50
do do	H. Hargrove.....	3 1/2	1	3 do from do	5 00
Miscou Harbour and Wilson's Point	P. Wilson.....	6	2s&1w	12 do	55 00
Mispec and St. John.....	D. O'Connell.....	9	1	7 do (to Jan. 31, '97)	34 86
do do	J. B. Hamen.....	9	1	5 do from do	20 58
Moncton and New Scotland.....	G. Morton.....	20	1	12 do	72 00
Moncton and Railway Station.....	P. Gallagher.....	1	61	6 do (to Dec. 31, '96)	288 86
do do	W. Steeves.....	1	72	6 do from do	195 00
Moncton and Stony Creek.....	J. Scott.....	8	2	12 do	120 00
Moncton and Street Letter Boxes.....	P. Gallagher.....	1	12	3 do (to Sept. 30, '96)	43 75
do do	W. J. Boomer.....	1	12	9 do from do	111 75
Moncton and Upper Coverdale.....	E. L. Goodall.....	14	3	9 do (to Mch. 31, '97)	131 24
do do	S. D. McGee.....	14	3	3 do from do	37 50
Moncton Road and Shediac.....	R. Bateman.....	6	1	12 do	40 00
Monument Settlement and Richmond Corner.....	G. Whitehead.....	27 & 20	2	12 do	200 00
Moore's Mills and Oak Hill.....	H. McKay.....	14 & 6	3	12 do	156 00
Moore's Mills and Railway Station.....	A. Cormack.....	100 yds.	12	12 do	70 00
Moran and Railway Station.....	A. Robinson.....	1 1/2	6	12 do	50 00
Mount Pleasant and South Gordonsville.....	S. London.....	4	2	3 do (to Sept. 30, '97)	7 50
do do	R. K. Stickney.....	4	2	9 do from do	24 75
Mount View and Upper Sackville.....	J. I. Wheaton.....	3	1	12 do	20 00
Mountville and Railway Station.....	M. J. Wilbur.....	300 yds.	12	12 do	20 00
Mouth of Keswick and Railway Station.....	H. F. Dunphy.....	1/2	12	12 do	60 00
Mouth of Keswick and Woodstock.....	W. H. Lawrence.....	60	2	12 do	600 00
Narrows, Norton Station and Springfield.....	F. H. McNair.....	9 & 21	6 & 3	12 do	460 00
Narrows and Upper Gaspereaux.....	J. B. Wiggins.....	50	3	12 do	775 00
Narrows and Wickham.....	G. N. Golding.....	24	3	7 do (to Jan. 31, '97)	231 58
do do	W. S. Scribner.....	24	3	5 do from do	134 58
Nashwaak and Railway Station.....	C. D. Young.....	1 1/2	12	12 do	44 00
Nashwaak Bridge and Ry. Station.....	J. McBean.....	1	12	12 do	60 00
Nashwaak Village and Ry. Station.....	R. Abernethy.....	1 1/2	12	12 do	49 00
Naskwaaksis and Railway Station.....	W. McFarlane.....	100 yds.	2	3 do (to Sept. 30, '96)	2 60
do do	J. V. Johnston.....	100 yds.	2	9 do from do	7 50
Nauwigewauk and Railway Station.....	W. W. Dodge.....	1/2	12	7 do (to Jan. 31, '97)	21 00
do do	T. P. Trueman.....	1/2	12	5 do from do	15 00
Nelson Reserve and South Nelson Road.....	M. Whalen.....	3 1/2	2	12 do	46 72
Nerepis Station and Ry. Station.....	D. McKenzie.....	12	12	12 do	20 00
Nerepis Station and Round Hill.....	D. W. McKenzie.....	12	1	7 do (to Jan. 31, '97)	64 58
do do	do	12	1	6 do from do	25 00
Newcastle and Railway Station.....	R. H. Gramley.....	1	24	12 do (Less fines).....	208 00
Newcastle and Red Bank.....	J. C. Brown.....	15	3	12 do	272 00
Newcastle and Renous Bridge.....	do	17	3	12 do	270 00
Newcastle and Sevogle.....	A. Cain.....	25	1	3 do (to Sept. 30, '96)	41 25
do do	J. O'Shea.....	25	1	9 do from do	105 00
Newcastle Creek and Sheffield.....	J. C. Simmons.....	32	2	11 do (from Aug. 1, '96)	167 60
New Mills and Railway Station.....	D. Nichol.....	10 & 12	12	12 do	50 00
Newtown and Sussex Vale.....	J. Cotter.....	3	3	12 do	180 00
Newtown and Whites Mountain.....	H. Jamieson.....	3	1	12 do	30 00
Nictau and Riley Brook.....	C. Simons.....	6	1	12 do	23 00
Nigado and Petit Rocher.....	F. Walsh.....	5 1/2	1	12 do	40 00
Nixon and Turtle Creek.....	L. A. Wilson.....	4	2	12 do	35 00
North Forks, Salmon Creek and Salmon Creek.....	F. H. Fowler.....	4	1	12 do	40 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
North River Platform and Railway Station	T. Jones	9 ³ / ₄	12	12 months	25 00
North Tay and Stanley	J. E. Gourley	9	2	12 do	75 00
Norton Dale and Railway Station	I. W. Stewart	2 ¹ / ₂	2	9 do (from Oct. 1, '96)	22 50
Notre Dame and Poirier	J. Gueguen	6	1	12 do	22 00
Oak Bay and Railway Station	R. W. Wilson	4	12	12 do	65 00
Oakham and Thornetown	H. Patterson	6	2	12 do	70 00
Oakville and Richmond Corner	C. Carpenter	10	2	12 do	123 00
Oak Point and Round Hill	D. D. Flewelling	3	6	Season '96 and part of season '97	63 54
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. Malone	10, 21 & 12	6 & 3	9 mos. (to Mch. 31, '97)	240 00
do do	J. Cameron	10, 21 & 12	6 & 3	3 do from do	80 00
Oromocto and Shirley Settlement	R. Brennan	4	1	12 do	20 00
Oromocto and Waasis Station	J. Malone	6	6	9 do (to Mch. 31, '97)	142 50
do do	J. Cameron	6	6	3 do from do	47 50
Oromocto and Woodside	F. Goodine	18	2	12 do	109 00
Ossekeag and Upperton	G. H. Barnes	19 ¹ / ₂	3	7 do (to Jan. 31, '97)	147 00
do do	C. K. Leonard	19 ¹ / ₂	3	5 do from do	83 33
Painsec Settlement and Railway Station	E. Babin	1	2	12 do	32 00
Passekeag and Railway Station	G. R. Campbell	150 yds.	12	3 do (to Sept. 30, '96)	12 50
Passekeag and Sherlock	R. D. Hodgins	5	1	3 do do '96)	8 00
Passekeag, Sherlock and Railway Station	G. R. Campbell	150 yds. & 5	12 & 1	9 do (from Oct. 1, '96)	59 25
Payne Settlement and Undine	A. Goodine	6	1	12 do	20 00
Pearsonville and Starkeys	R. McLeod	9 & 12	2	12 do	150 00
Peniac and Railway Station	C. T. Weade	1 ¹ / ₂	12	12 do	50 00
Pennfield Ridge and Railway Station	G. W. McKay	2	6	6 do (to Dec. 31, '96)	37 50
do do	H. G. Cawley	2	6	6 do from do	32 50
Penobsquis and Roxburgh	W. A. McManus	24	2	6 do (to Dec. 31, '96)	100 00
do do	H. McManus	24	2	6 do from do (less fine)	99 00
Perth Centre and Railway Station	M. Larlee	4	12	12 mos.	50 00
Perth Centre and Riley Brook	W. Inman	72	2	7 do (to Jan. 31, '97)	371 12
do do	B. Armstrong	72	2	5 do from do	164 58
Perth Centre and Tilley	D. Walker	17 ¹ / ₂	2	9 do (to Mch. 31, '97)	93 75
do do	A. C. Adams	17 ¹ / ₂	2	3 do from do	28 75
Petersville and Welsford	J. Burton	10	2	12 do	80 00
Petersville Church and South Clones	J. Chittick	4	1	12 do	24 00
Petit Rocher and Railway Station	J. Morrison	1 ¹ / ₂	12	12 do	75 00
Pioneer and Woodstock	H. N. Atherton	25	3	12 do	397 00
Pisarino, Pisarino West and Spruce Lake Station	E. McCarthy	7 & 4	2 & 3	12 do	95 00
Plourd and Silver Stream	C. Mornault	3	3	12 do	75 00
Pointe du Chêne and Railway Station	E. McDonald	1 ¹ / ₂	12	12 do	32 00
Pollett River and Railway Station	T. W. Colpitts	100 yds.	3	12 do	28 00
Port Elgin and Railway Station	G. Siddall	1	12	3 do (to Sept. 30, '96)	10 00
do do	do	1	12	9 do from do	37 50
Port Elgin and Spences	J. H. Grant	17 & 15	3	12 do	273 00
Power's Creek and St. Amand	S. St. Amand	5	2	9 do (to Mch. 31, '97)	37 50
do do	B. Gervais	5	2	3 do from do	11 00
Prince of Wales and Ry. Crossing	J. Cairns	1 ¹ / ₂	6	12 do	31 00
Prince William Station and Railway Station	W. G. Hatch	1 ¹ / ₂	12	12 do	100 00
Prince William Station and York Mills	R. Henry	3	2	12 do	59 00

Post Office Department.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Queenston and Upper Otnabog.....	A. C. Fox	2½	3	12 months	22 00
Randolph and Railway Station	W. A. Miller.....	2	12	3 do (to Sept. 30, '96).	20 95
do do	do	2	12	9 do from do	75 00
Read and Railway Station.....	E. Read	2½	2	12 do	31 20
Rees and Young Cove.....	R. Holmes.....	4	3	10 do (from Sept. 1, '96)	25 00
Renous Bridge and South Renous	W. Hogan	5½	2	6 do (to Dec. 31, '96).	33 00
Reynolds and South Nelson	B. Reynolds.....	7	2	12 do	50 00
Richibucto, Harcourt and Railway Station	L. J. Wathen	27 & 18	6 & 24	12 do	901 00
Richibucto and Railway Station.....	J. C. Vantour	¼	12	3 do (to Mar. 31st, '97)	56 25
do do	do	¼	12	3 do from do	12 00
River Charlo and Railway Station.....	W. R. Jamieson	1	12	12 do	100 00
River des Caches and Savoy.....	S. Savoy.....	5	1	12 do	26 00
River Louison and Railway Station	J. Currie.....	12	12	12 do	60 00
River Louison and Sunnyside	H. Miller.....	7	2	12 do	68 00
Riverside and Railway Station.....	F. A. Reid	¼	12	12 do	40 00
Robertville and Ste. Rosette.....	J. I. Hachey.....	4	1	1 do (from June 1, '97)	2 08
Robichaud and St. André de Shediac	F. A. Leger	17 & 6	2	12 do	160 00
Rockland, Rockland Station and Railway Station.....	J. Sutherland	45 & ¼	6 & 12	6 do (to Dec. 31st, '96)	170 00
do do	do	45 & ¼	6 & 12	6 do from do	159 06
Rockport and Sackville.....	A. Tower.....	16	1	12 do	65 00
Rodgerville and Railway Station.....	P. Thibodeau	100 yds.	12	3 do (to Sept. 30, '96).	8 00
Rodgerville and Rodgerville East.....	W. Cormier	4½	1	3 do (to Sept. 30, '96).	5 93
do do	do	4½	1	9 do from do	24 75
Rodgerville and Vienneau	A. Thibodeau	5	1	3 do (to Sept. 30, '97).	6 00
Rodgerville, Vienneau and Railway Station	P. Thibodeau	5½	1 & 12	9 do (from Oct. 1, '96)	42 00
Rolling Dam Station, Railway Station and Sorrel Ridge	W. Goodill	7 & 16	12 & 2	12 do	170 00
Rosebank and Six Roads	M. Robichaud	4	2	12 do	25 00
Rosedale and Upper Woodstock	W. E. Hoyt	8 & 6	2	12 do	90 00
Rothsay and Railway Station.....	J. R. Robertson	50 yds.	30	12 do	75 00
Round Hill and Speight's Corners	A. F. Speight.....	8	2	12 do	30 00
Rusagornis and Waasis Station	A. Grass	3	3	12 do	40 00
St. Almo and The Brooks	L. Reid	1½	2	12 do	25 00
St. Andrew's and Railway Station.....	R. Storr	½	as req.	12 do	84 26
St. Charles and Railway Crossing	M. J. Daigle.....	2	2	12 do	30 00
St. Croix and Railway Station.....	M. Hodd.....	1	6	12 do	45 00
St. Fabien and St. Marys	J. M. Martin.....	5	1	12 do	20 00
St. François de Kent and St. Thomas de Kent	P. T. Goguen.....	4	1	12 do	25 00
St. George and Railway Station.....	R. A. Parkes	1	12	6 do (to Dec. 31, '96).	34 00
do do	C. F. McGee.....	1	12	6 do from do	20 00
St. Isidore and Tracadie.....	P. LeBreton.....	11	2	9 do (to Mar. 31, '97).	52 50
do do	L. Aché.....	1	2	3 do from do	16 25
St. John and Street Letter Boxes	D. O'Connell.....	2½	18	7 do (to Jan. 31, '97).	463 10
do do	G. McDade.....	2½	18	5 do from do	149 58
St. John and Ry. Station (C.P.R.)	D. O'Connell.....	½	as req.	12 do	453 85
do do (I.C.R.)	do	½	as req.	12 do	558 48
St. John and St. John West.....	T. M. Burns.....	1	30	3 do (from April 1, '97)	38 50
St. John and St. Martins	Fownes & Tabor	30	6	9 do (to Mar. 31, '97).	1,125 00
do do	D. O'Connell	30	6	3 do from do	223 50
St. John and Sand Point Road.....	D. Peacock.....	3	3	12 do	40 00
St. John and Wells.....	D. O'Connell	19 & 11	1	12 do	95 00
St. John (Letter Carriers' Service)	The St. John Railway Co.....	7½ & 8	as req.	12 do	300 00
St. John West and Street Letter Boxes	J. McG. Campbell	1½	12	3 do (from April 1, '97)	20 00

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Leonard Station and Van Buren (Me.)	D. O. Bourgoin..	1	6	12 months	75 00
St. Martins and Salmon River	C. E. Sweet	9	6	12 do	298 00
St. Martins and Wood Lake	T. Hosford.....	6	1	12 do	35 00
St. Nobert and West Branch	A. Gallant.....	5	1	12 do	18 00
St. Stephen and Calais (Me.)	Keys Bros.....	1	12	3 do (to Sept. 30, '96).	27 50
do do	I. Bridges ..	1	12	9 do from do	75 00
St. Stephen and Railway Station (C.P.R.)	Hardy & Bridges	$\frac{1}{2}$	as req.	12 do	126 20
St. Stephen and Railway Station (S.L.R.)	J. Greene.....	1	6	9 do (to Mar. 31, '97).	51 75
do do	do	1	12	3 do from do	22 25
Sackville and Railway Station	J. I. Wheaton..	1	36	7 do (to Jan. 31, '97)..	175 00
do do	A. W. Dixon.....	1	36	5 do from do	102 08
Sackville and Second Westcock	S. McAllister..	8	1	12 do	45 00
Sackville and Upper Sackville.	J. I. Wheaton..	8	6	12 do	118 72
Sackville and Wood Point.	C. Richardson ..	6	1	12 do	45 00
Salisbury and Railway Station.	G. W. Gaynor ..	600 yds.	36	7 do (to Jan. 31, '97)..	131 25
do do	A. G. Chapman.	$\frac{1}{2}$	36	5 do from do	70 42
Salt Springs and Titusville.	H. O'Brien.....	6	2	12 do	44 00
Sea Side and Railway Station	S. Laughlin....	$\frac{1}{2}$	6	12 do	20 00
Shediac and Railway Station	J. D. Weldon..	$\frac{1}{2}$	as req.	12 do	290 70
Shediac Road and Railway Station.	J. Walker.....	$\frac{1}{2}$	3	12 do	47 00
Shippigan and Shippigan Island.	J. Goodin.....	12	2s 1w	12 do	60 00
South Bay and Railway Station.	J. R. Lowry....	100 yds.	12	6 do (to Dec. 31, '96)..	15 00
do do	do	100 yds.	12	6 do from do	8 00
South Nelson and Railway Station.	W. Fitzpatrick..	$\frac{1}{2}$	18	12 do	63 48
South Nelson and South Nelson Road.	J. Doolan.....	3	2	9 do (to Mar. 31, '97).	18 57
do do	W. Kirk.....	3	2	3 do from do	5 87
South Newbridge and Woodstock.	W. Tompkins..	4 $\frac{1}{2}$	2	12 do	50 00
Spruce Lake and Railway Crossing.	J. Robinson....	$\frac{1}{2}$	6	12 do	30 00
Spruce Lake Station and Railway Station.	E. McCarthy....	$\frac{1}{4}$	6	12 do	20 00
Stanley, Cross Creek and Railway Station.	T. Coughlan....	6	6	12 do	200 00
Starkey's and Young's Cove.	D. Starkey.....	11	1	12 do	36 00
Stone Ridge and Railway Station.	L. Brewer.....	$\frac{1}{2}$	6	12 do	20 00
Summerfield and Upper Wicklow.	D. Gee.....	3	2	12 do	35 00
Sussex Vale and Railway Station.	R. D. Boal.....	$\frac{1}{2}$	30	9 do (to Mar. 31, '97).	135 00
do do	S. Dryden.....	$\frac{1}{2}$	as req.	3 do from do	25 00
Tapley's Mills and Railway Cross'g The Range and Wiggins.	T. McGrath....	$\frac{1}{2}$	2	12 do	40 00
Three Tree Creek and Railway Station.	W. R. Burke....	2 $\frac{1}{2}$	1	12 do	16 00
Tower Hill and Railway Station.	J. McQuestion..	$\frac{1}{4}$	6	12 do	15 00
do do	J. Irons.....	2	2	9 do (to Mar. 31, '97).	42 00
do do	S. T. Irving....	2	2	3 do from do	12 50
Tracey's Station and Railway Station.	J. Tracey.....	50 yds.	12	12 do	30 00
Tracey's Station and Traceyville.	A. O. Tracey....	4	1	12 do	24 00
Upper Cape and Railway Station.	A. Raworth....	3	3	12 do	42 00
Upper Keswick and Railway Station.	C. W. Estey....	$\frac{1}{2}$	12	12 do	30 00
Upper Woodstock and Railway Station.	J. J. Evans....	$\frac{1}{2}$	6	12 do	40 00
Waweig and Railway Station	M. J. Greenlaw.	$\frac{1}{4}$	6	12 do	60 00
Welsford and Railway Station.	H. W. Wood....	$\frac{1}{4}$	12	12 do	125 12
Westfield and Railway Station.	G. Watters....	$\frac{1}{4}$	12	6 do (to Dec. 31, '96)..	32 80
do do	C. M. Nase....	$\frac{1}{4}$	12	6 do from do	32 80
Westfield Centre and Railway Sid'g	R. S. Ballentine.	100 yds.	12	12 do	10 00
Woodstock and Street Letter Boxes	J. N. W. Winslow	$\frac{1}{4}$	12	6 do (to Dec. 31, '96)..	77 50
do do	W. F. Gliddon..	$\frac{1}{4}$	12	6 do from do	42 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Woodstock and Railway Station..	H. N. Atherton.	14	36	6 months (to Dec. 31, '96)	\$ cts.
do do	J. N. W. Winslow		12	6 do do	113 76
do do	W. F. Gliddon..		48	6 do (from Jan. 1, '97)	37 50
Woodstock and Houlton (Me.)....	F. A. Gliddon...		6	1 do 15 d. (to Aug. 15, '96).....	82 50
Woodstock and Woodstock Road Station.....	do ...	8	6	10 do 15 d. (from Aug. 17, '96).....	50 00
Charge of Mails at Principal Railway Stations.....	Sundry persons.....			12 do	199 37
				Total.....	\$60,414 45

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division made within the Year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercrombie and New Glasgow	R. Dunbar	5	2	12 months	68 00
Acadia Mines and Bass River	J. W. Davison	14	6	7 do (to Jan. 31, '97)	230 41
do do	J. W. Brodrick	14	6	5 do from do	136 25
Acadia Mines and Londonderry Station	A. J. Gough	23 $\frac{3}{4}$	24	6 do (to Dec. 31, '96)	87 50
do do	R. P. Bigney	23 $\frac{3}{4}$	24	6 do (from Jan. 1, '97)	62 40
Advocate Harbour and Apple River	H. H. Mosher	10	6	7 do (to Jan. 31, '97)	201 25
do do	T. L. Turple	10	6	5 do from do	111 66
Advocate Harbour and Eatonville	B. B. Elliott	16	3	2 do (to Mar. 31, '97)	27 50
do do	B. M. Elliott	16	3	3 do from do	41 25
Advocate Harbour and Parrsboro'	R. Hatfield	32	6	5 do (from Feb. 1, '97)	333 33
Afton and Bayfield	M. Connor	2 $\frac{1}{2}$	6	12 do	100 00
Afton and Bayfield Road Railway Station	do	$\frac{1}{2}$	12	12 do	65 00
Afton and Guysboro' Intervale	A. M. Chisholm	15	1	12 do	59 00
Afton Station and Railway Station	Wm. McLeod	50 yds.	3	12 do	25 00
Alba and McKay's Point	John Gillis	25 $\frac{1}{2}$	3	12 do	394 08
Alba and West Alba	D. H. Kennedy	2 $\frac{1}{2}$	2	12 do	20 00
Alba and Whyccomagh	A. McKenzie	15	1	12 do	54 00
Albany Cross and New Albany	W. H. Durland	7	1	5 do (from Feb. 1, '97)	16 66
Albert Bridge and Horn's Road	H. Horn	4	1	12 do	22 50
Alder Point and Little Bras d'Or	J. H. Plant	6	1	12 do	35 00
Alder River and Main Post Road	J. D. Chisholm	$\frac{1}{4}$	12	10 do (to April 30, '97)	20 83
Alton and Railway Station	J. Hood	75 yds.	6	12 do	31 30
Amherst and Hastings	E. Chapman	6	1	12 do	40 00
Amherst and Linden	K. Hunter	20	3	12 do	260 00
Amherst and Little River	G. A. Purdy	22 $\frac{1}{2}$	3	7 do (to Jan. 31, '97)	210 00
do do	C. L. Mills	22 $\frac{1}{2}$	3	5 do from do	130 00
Amherst and Northport	J. R. Lamy	26	6	12 do	700 00
Amherst and Railway Station	C. T. Hillson	$\frac{1}{4}$	as req.	7 do (to Jan. 31, '97)	353 28
do do	B. W. Ralston	$\frac{1}{4}$	as req.	5 do from do	77 40
Amherst Point and Nappan Station	J. B. Stewart	2 $\frac{1}{4}$	6	12 do	125 00
Amherst Station Letter Box and Postal Cars	C. T. Hillson	30 yds.	36	10 do (to April 30, '97)	20 83
do do	B. W. Ralston	30 yds.	36	2 do from do	4 16
Annapolis and Dalhousie West	J. Gormley	16	1	4 do (to Oct. 31, '96)	33 33
do do	W. Stailing	16	1	8 do from do	65 33
Annapolis and Granville Ferry	W. H. Weather- spoon	1	6	7 do (to Jan. 31, '97)	145 83
do do	do	1	6	5 do from do	93 75
Annapolis and Liverpool	J. H. McLeod	67	6	7 do (to Jan. 31, '96)	2,038 75
Annapolis and Milford	L. Orde	14	6	5 do (from Feb. 1, '97)	120 83
Annapolis and Mochelle	A. B. Harris	3 $\frac{1}{2}$	3	12 do	65 00
Annapolis and Perrot Settlement	T. Goldsmith	9	1	12 do	55 00
Annapolis and Railway Station	G. S. Bishop	$\frac{1}{4}$	12	7 do (to Jan. 31, '97)	106 94
do do	do	$\frac{1}{4}$	12	5 do from do	43 75
Anthony's Line and Scotch Village	S. Cochran	11 rt.	2	12 do	55 00
Antigonishe and Arisaig, &c.	R. McDonald & James Gillis	$\frac{7}{12}$	3	11 do (to May 31, '97)	182 75
Antigonishe and Beechwood	A. McDonald	6	1	12 do	30 00
Antigonishe and Brophy's	J. Brophy	26 rt.	3	12 do	135 00
Antigonishe and Georgeville	R. McDonald	44 rt.	4	12 do	398 00
Antigonishe and Glen Uig Pleasant Valley	H. Smith	7	3	1 do (from June 1, '97)	5 83

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Antigonishe and Isaac's Harbour..	C. Grant	46	6	8 months(to Feb. 28, '97)	1,316 66
do do ..	do	45½	6	3 do (to May 31, '97).	487 16
do do ..	do	46½	6	1 do from do ..	163 28
Antigonishe and Lower West River..	T. McAmis	3½	2	7 do (to Jan. 31, '97)..	30 33
do do ..	G. S. Williams ..	3½	2	5 do from do ..	20 75
Antigonishe and Railway Station..	W. G. Cunning- ham	3	12	6 do (to Dec. 31, '96)..	67 50
do do ..	do	3	12	6 do from do ..	49 00
Antigonishe and Sherbrooke.	T. J. Sears	40 & 44	3	9 do (to Mar. 31, '97).	839 46
do do ..	do	40 & 44	3	3 do from do ..	135 00
Antigonishe and William's Point ..	D. McDonald	3	2	12 do	60 00
Antigonishe Harbour (south side) and Lower South River	T. G. Keily	4½	2	9 do (to Mar. 31, '97).	75 00
do do ..	do	4½	2	3 do from do ..	11 25
Antigonishe Station Letter Box and Postal Cars.	W. G. Cunning- ham	20 yds.	12	6 do (to Dec. 31, '96)..	10 00
Antrim and Gay's River.	R. P. McQuinn..	16 rt.	2	12 do	70 00
Apple River and River Hebert (west side)	J. O. Scott	32	6	6 do (to Dec. 31, '96)..	423 00
do do ..	A. McDonald	32	6	6 do from do ..	393 50
Arcadia and East Chebogue.	I. Hersey	4	2	12 do	33 00
Arndess and Lismore	A. McDonald	3	3	12 do	50 00
Ardoise Hill and Newport Station ..	M. Harvey	11½ & 19rt.	6 & 2	12 do	135 00
Argyle and Argyle Head	A. J. Nickerson.	2	6	12 do	100 00
Arichat and Lennox Ferry	A. Martel	5	12	Part of season 1896	120 80
Arichat and Petit de Grat Bridge ..	A. D. Sampson..	4	6	12 months	104 00
Arichat and Robins	F. L. Malzard ..	4 & 1½	6	12 do	70 00
Arichat and West Arichat	A. McDonald	3	6	Season of 1896 and part of season 1897	112 25
Arisaig and Main Post Road	W. Gillis	1½	12	12 months	10 00
Arlington and Canning	L. Blenkhorn ..	5	2	12 do	30 00
Ashfield and Whyccomagh	J. McDonald	6	1	2 do (to Aug. 31, '96).	2 66
Askilton and West Bay Road Rail- way Station	H. A. Archibald	3	3	12 do	60 00
Aspen and Glenelg	J. McGrath	4	3	9 do (to March 31, '97)	31 86
do do ..	do	4	3	2 do 19 d. (from April 12, '97)..	8 68
Aspen and Blue Mountain	J. Fraser	30½	3	5 do (from Feb 1, '97)	225 77
Athol and Little Forks	G. A. Fowler	3	3	12 do	50 00
Athol and Railway Station	D. B. Scott	1	12	12 do	100 16
Auburn and Greenwood	G. W. Eaton	8½ rt.	1	12 do	48 00
Auburn and Railway Station	G. O. Jacques	½	12	12 do	70 00
Auld's Cove and Railway Station ..	M. Forrester	1½	6	12 do	40 00
Avondale Station and Railway Sta- tion	A. McLean	1½	12	12 do	20 00
Avonport and Avonport Station	J. B. Newcomb.	1½	6	12 do	100 00
Avonport Station and Railway Sta- tion	do	12 yds.	12	12 do	50 08
Aylesford and Dalhousie Road	J. Truesdell	26	1	12 do	137 00
Aylesford and Harmony	H. S. Brennan ..	22 rt.	1	12 do	52 00
Aylesford and Morden	W. Dempsey	22 rt.	2	12 do	100 00
Aylesford and Railway Station	F. E. Harris	½	12	12 do	87 64
Aylesford and Weston	D. Bent	4	2	12 do	60 00
Baccaro and Port La Tour	W. P. Snow	3	2	12 do	39 00
Baddeck and Big Bras D'Or	A. Fraser	26½	3	12 do	448 00
Baddeck and Englishtown	D. Morrison	21	3	12 do	219 00
Baddeck and Upper Settlement, Baddeck River	R. McLean	14	2	3 do (to Sept. 30, '96).	19 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Baddeck and Upper Settlement, Baddeck River.	N. McLean.	1	2	9 months (from Oct. 1, '96)	59 25
Baddeck and Upper Settlement, Middle River.	D. Robertson.	19½	3	12 do	227 80
Baddeck and Main Post Road.	C. McDonald.	4	6	12 do	12 00
Baddeck Bay and Plaister Mines.	H. Fraser.	4	2	12 do	27 00
Baddeck Bay and Rear Baddeck Bay.	D. McKenzie.	3½	1	12 do	25 00
Baddeck River, North Branch, and Forks Baddeck.	A. McInnes.	5	2	12 do	50 00
Bailey's Brook and Railway Station.	A. McLean.	4½	6	12 do	125 24
Baker Settlement and Greenfield.	H. Carver.	4	3	12 do	115 00
Balmoral Mills and The Falls.	A. McKay.	2½	3	12 do	58 00
Bank's Broad Cove and Sight Point.	J. D. McEachen.	7	1	12 do	20 00
Bank's Broad Cove and Strathlorne.	L. McDougall.	4	1	12 do	15 00
Barney's River and Marsh.	J. McIver.	14	2	12 do	98 00
Barney's River and Railway Station.	A. W. McKenzie.	4½	12	7 do (to Jan. 1, '97)	92 16
do do	A. Murray.	4½	12	5 do from do	58 68
Barney's River and Rossfield.	D. R. Bannerman.	4	1	12 do	18 00
Barrachois Harbour and Boisdale Barrachois.	N. L. Nicholson.	3	1	12 do	40 00
Barrachois, St. Louis and Grand Anse.	S. Josse.	2	3	12 do	35 00
Barra Glen and Iona.	R. P. McNeil.	4½	2	6 do (to Dec. 31, '96)	15 00
do do	do	4½	2	6 do from do	26 00
Barrington and Port Clyde.	J. K. Hogg.	30 rt.	6	12 do	307 00
Barrington and Pubnico Beach.	do	22	6	12 do	530 00
Barrington Passage and Cape Sable Island.	T. W. Robertson.	1½	6	12 do	300 00
Barrios Beach and Big Tracadie.	H. Pitipas.	4	3	12 do	30 50
Barr's Corner and Chesley's Corner.	F. W. Verge.	3	6	12 do	156 48
Barr's Corner and Foster's.	J. A. DeLong.	17 rt.	3	12 do	117 00
Barr's Corner and Stanburn.	R. Barrs.	6	1	12 do	39 72
Barton and Railway Station.	W. Gavel.	3	12	12 do	187 80
Basin, River Inhabitants and Lower River Inhabitants.	R. Proctor.	3	3	12 do	40 00
Battery Hill and New Gairloch.	R. McLeod.	8½	3	12 do	121 24
Battery Hill and Railway Station.	D. W. McDonald.	½	12	12 do	54 00
Baxter's Harbour and Sheffield Mills.	W. E. Harris.	9½	1	12 do	59 16
Bay St. Lawrence and Englishtown.	T. D. Curtis.	74	3	6 do (to Dec. 31, '96)	812 50
do do	N. M. McLeod.	74	3	9 do from do	599 00
Bay St. Lawrence and Meat Cove.	A. B. McDonald.	7	3	6 do (to Dec. 31, '96)	36 00
do do	T. Capstick.	7	3	6 do from do	32 50
Bayside and Shad Bay.	M. Fader.	3¾	2	12 do	50 00
Bear Cove Cheticamp and Meteghan.	G. L. Comeau.	4	2	12 do	40 00
Bear River, West Side and Lansdowne.	G. M. Harris.	4	3	12 do	78 00
Bear River, West Side and Railway Station.	R. M. McClelland.	5	12	12 do	172 15
Beatonville and Blackstone.	F. Beaton.	2½	3	12 do	11 40
Beatonville and Cape Mabou.	J. A. Beaton.	5	2	12 do	24 00
Beaulieu and St. Andrews.	C. Chisholm.	6	1	12 do	30 00
Beaver Bank and Middle Sackville, &c.	L. L. Hamilton.	2, 6 rt.			
Beaver Bank and North Beaver Bank.	W. T. Lively.	13 rt.	6 & 3	4 do (to Oct. 31, '86)	91 33
Beaver Bank and Railway Station.	D. Hallisey.	8	2	12 do	80 00
Beaver Bank and Railway Station.	D. Hallisey.	25 yds.	12	12 do	100 16
Beaver Cove and Boisdale Chapel.	D. McIntyre.	3	3	4 do (to Oct. 31, '96)	10 00
do do	N. A. Campbell.	3	3	8 do from do	24 00
Beaver Cove and Rear Beaver Cove.	J. P. Gillis.	3	1	12 do	26 00
Beaver Harbour and Salmon River.	A. Hartling.	4	3	9 do (to Mar. 31, '97)	45 00
do do	S. Jewers.	4	3	3 do from do	15 00
Beaver River Corner and Cedar Lake.	E. H. Porter.	18 rt.	1	10 do (to April 30, '97)	33 33
Bedford Basin and English Corner.	W. Haverstock.	9½	3	12 do	148 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bedford Basin and Railway Station	J. Mackenzie.....	100 yds.	42	12 months.....	153 37
Bedford Basin and Upper Sackville	L. Major.....	18 rt.	6	8 do (from Nov. 1, '96.)	-152 66
Beech Hill and Chester Basin	D. Veinot.....	6	1	12 do	50 00
Beechmont and North-west Arm.	A. McKenzie.....	4	2	12 do	24 72
Belmont and Debert Station	C. W. McDor-				
	mand.....	15	2	12 do	104 00
Belmont and Railway Station	T. Lindsay.....	1/2	12	12 do	120 00
Berry Hill and Upper Stewiacke	H. Johnson.....	4 1/2	1	12 do	20 00
Berwick and Buckleys	W. D. Porter.....	22 1/2 rt.	2	12 do	100 00
Berwick and Morristown	S. H. Nichols.....	14 rt.	1	12 do	40 00
Berwick and Railway Station	E. C. Foster.....	1/2	6	12 do	50 00
Big Bras d'Or and Black Rock	J. McDonald.....	2 1/2	1	12 do	24 00
Big Brook and River Dennis	H. A. Archibald.....	5	2	12 do	45 00
Big Glen and Enon	J. McDonald.....	6	1	12 do	22 48
Big Harbour Island and Malaga-					
watch	M. McIntosh.....	3	2	12 do	38 00
Big Intervale Cape North and Cape					
North	W. A. McLennan.....	4 1/2	1	12 do	14 92
Big Intervale Margaree and North-					
east Branch Margaree	A. G. McDonald.....	13	3	12 do	129 00
Big Island and Merigomishe	A. G. McGregor.....	3 & 13	2	12 do	69 00
Big Lorraine and Sydney	R. Martin.....	28 & 3	3 & 2	12 do	600 00
Big Marsh and Maryvale	D. J. Macdonald.....	3	1	12 do	32 00
Big Pond and Glengarry Valley	M. McNeil.....	4	1	12 do	30 00
Big Pond and Rear Ben Eoin	A. McDougall.....	6	1	3 do (to Sept. 30, '96.)	4 62
do do	H. A. Gillis.....	6	1	9 do from do	12 36
Big Pond and Salem Road	H. D. Munro.....	12	2	12 do	65 00
Big Port Le Bear and Sable River	G. Harding.....	12	1	12 do	90 00
Big Tracadie and Big Tracadie Plat-					
form	A. W. Gerrior.....	3	12	6 do (to Dec. 31, '96.)	75 00
do do	H. L. Gerrior.....	12	12	6 do from do	45 00
Big Tracadie and Mattie	E. Coty.....	8	2	12 do	70 00
Biltown and Centreville	P. E. Sweet.....	3	6	12 do	90 00
Biltown and Sheffield Mills	A. W. Wheaton.....	15 rt.	3	12 do	120 00
Birchtown and Clyde River	J. Gibson.....	29	3	6 do (to Dec. 31, '96.)	196 00
do do	Jas. J. Powers.....	27	3	6 do from do	183 50
Bishopville and Hantsport	R. E. Bishop.....	6	2	12 do	80 00
Blackett's Lake and Sydney Forks	R. Mackenzie.....	2 1/2	3	12 do	50 00
Black Rock and Parrsboro	W. Phinney.....	6	1	12 do	65 00
Blanchard Road and New Glasgow	D. F. Fraser.....	15	3	12 do	214 28
Blanche and Cape Negro	J. Smith.....	5	3	10 do (to April 30, '97.)	116 66
do do	S. S. Smith.....	4	3	2 do from do	10 83
Blandford and Hubbard's Cove	J. E. Shatford.....	17	3	12 do	325 00
Blandford and Tancook Island	O. Baker.....	4 1/2	1	12 do	40 00
Blockhouse and Maitland Forks	C. Barry.....	8 1/2	1	12 do	32 00
Blockhouse and Railway Station	J. Mossman.....	1	6	12 do	100 00
Blomidon and Canning	W. E. Porter.....	7 1/2	6	12 do	149 48
Blomidon and Lower Blomidon	A. Kennedy.....	2 1/2	2	12 do	30 00
Bloomfield and Main Post Road	H. R. Jones.....	12	9	9 do (to Mar. 31, '97.)	18 75
do do	C. Marr.....	12	3	3 do from do	6 25
Blueberry Hill and Salt Springs	J. Gillis.....	8	2	9 do (to Mar. 31, '97.)	60 00
do do	H. Gillis.....	8	2	3 do from do	17 50
Blue Mountain, New Glasgow and					
Newtown	J. Fraser.....	15 22 1/2 & 8	2	do 6 days (to Sept. 6, '96.)	183 39
Blue Mountain, New Glasgow and					
Newtown	do.....	15 22 1/2 & 8	4	do 24 days (to Jan. 31, '97.)	435 48
Blue Mountain, New Glasgow and					
Newtown	D. Holmes.....	15 1/2	6	5 do from do	101 66
Blue Rock and Lunenburg	E. J. Steverman.....	5	2	3 do (to Sept. 30, '96.)	20 00
do do	do.....	5	1	8 do (to May 31, '97.)	26 66
do do	do.....	5	2	1 do from do	6 66
Boisdale Barrachois and Boisdale					
Railway Station	D. McNeil.....	3	3	12 do	49 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Boisdale Chapel and Boisdale Railway Station	D. N. McIntyre	1	12	12 months.	51 32
Boulardarie and Little Bras d'Or	D. Proderick	14 & 16	2 3	9 do (to 31 Mar., '97).	198 75
do do	P. Collins	14 & 16	3 3	3 do from do	54 00
Boulardarie and Point Clear	J. Munro	7	2	12 do	76 36
Boylston and Milford Haven Bridge	W. Imlay	3	12	12 do	69 00
Boylston and Pirate Harbour	H. Whooten	29	2	9 do (to Mar. 31, '97).	384 75
Boylston and Mulgrave	do	30	3	3 do (from Apl. 1, '97)	132 67
Brazil Lake and Railway Station	M. Iram	4	6	12 do	42 08
Brenton and South Ohio	S. Pennell	4	1	12 do	20 00
Brickton and Lawrencetown	C. W. Phinney	3	1	12 do	25 00
Bridgetown and Dalhousie West	L. A. Dickie	28 rt.	1	12 do	65 00
Bridgetown and Granville Ferry	J. H. Rhodes	14	3	12 do	312 00
Bridgetown and Lawrencetown	L. A. Dickie	10½ 7½	1	12 do	65 00
Bridgetown and Middleton	E. Poole	17	3	12 do	134 00
Bridgetown and Parker's Cove	J. F. Titus	21 rt. 27	1 & 2	7 do (to Jan. 31, '97)..	84 00
do do	C. E. Dunn	do	1	5 do from do	53 33
Bridgetown and Railway Station	F. Crosskill	4	12	12 do	100 16
Bridgeville and Railway Station	C. F. Ross	4	12	7 do (to Jan. 31, '97)..	43 75
do do	J. W. Grant	4	12	5 do from do	24 51
Bridgewater and Lunenburg	A. Feindel	12	3	12 do	200 00
Bridgewater and Mill Village	H. Kaulbach	39	3	12 do	379 54
Bridgewater and Pleasant River	J. Whitman	10	2 & 3	12 do	239 00
Bridgewater and Railway Station	A. Feindel	4	20	12 do	125 00
Bridgewater and Shelburne	J. K. Hogg	86-89 16	6	6 12 do	5,725 52
Bridgewater and Stanley Section	A. E. McDonnell	32 rt.	1	12 do	99 00
Brighton and Railway Station	C. Marr	4	12	12 do	93 90
Briley's Brook and Railway Station	A. McKinnon	4	6	3 do (to Sept. 30, '96).	19 75
do do	A. McDonnell	4	6	9 do from do	58 50
Broad Cove Chapel and Glen Campbell	D. A. Campbell	4½	2	12 do	39 75
Broad Cove Marsh and Main Post Road	A. McDougall	2	2	12 do	20 00
Broad Cove Mines and Loch Leven	J. A. McLellan	3½	3	12 do	45 00
Broadway and McGrath's Mountain	J. Sutherland, sr.	4½	2	9 do (to Mar. 31, '97).	38 55
do do	J. A. Sutherland	4½	2	3 do from do	7 50
Broadway and Thorburn	C. Weir	13	3	10 do (to Apl. 30, '97)..	258 84
Broadway and West Merigomishe..	J. D. Fraser	13	3	2 do (from May 1, '97)	18 33
Brookfield and Forest Glen	W. C. Kennedy	13 rt.	2	12 do	75 00
Brookfield and Green's Creek	do	8	2	12 do	90 00
Brookfield and Liverpool	A. C. Kempton	27	6	2 do (to Mar. 31, '97).	133 33
do do	E. M. Freeman	27	6	3 do from do	200 00
Brookfield and Pleasant River	C. Hardy	8	3	7 do (to Jan. 31, '97)..	86 91
Brookfield and Railway Station	J. Graham	100 yds.	24	12 do	200 32
Brookfield and Upper Stewiacke	J. Butler	18	6	3 do (to Sept. 30, '96).	131 18
do do	do	18	6	9 do from do	329 25
Brookland and Salt Springs	G. Gray	3	2	12 do	36 00
Brooklyn and Yarmouth	J. D. Morrell	4	2	12 do	50 00
Brook Village and Centreville East	N. McAskill	5	1	12 do	20 00
Brook Village and Mull River	J. Beaton	4½	2	12 do	40 00
Brook Village and Rosedale	M. McKinnon	5	2	12 do	35 00
Brown's Mountain and Marshy Hope	J. McDonald	5½	1	9 do (to Mar. 31, '97).	22 50
do do	R. McDonald	5½	1	3 do from do	7 50
Brule and Denmark Road	I. Forbes	5	6	12 do	72 00
Brule Shore and Tatamagouche	R. Gass	8	3	9 do (to Mar. 31, '97).	56 25
do do	G. Henderson	8	3	3 do from do	14 75
Bryon and Grand Entry	H. Taker	6 & 13	1	Season 1896, and part of season 1897.	43 75
Buckfield and Main Post Road	M. Wynott	1	1	12 months	11 00
Buckley's and Kentville	E. H. Fuller	31 rt.	6	9 do (to Mar. 31, '97).	313 50
do do	A. Bishop	31 rt.	6	3 do from do	100 00
Burke and Mabou	D. Burke	5	1	12 do	15 00
Burlington and Victoria Harbour	T. A. Baker	16 rt.	1	12 do	40 00
Burntcoat and Noel	J. Murray	4½	3	12 do	50 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cain's Mountain and McKinnon's Harbour.....	G. McKenzie....	3	1	12 months	24 00
Caledonia Corner and Chesley's Corners.....	S. Nixon.....	25	6	5 do (from Feb. 1, '97)	310 00
Caledonia Corner and Maitland.....	W. M. Thomas.....	12	6	5 do (from Feb. 1, '97)	122 91
Caledonia Corner and Malaga Gold Mines.....	L. Hardy.....	9	6	12 do	297 00
Caledonia Corner and West Caledonia.....	J. McGinty.....	3	3	12 do	85 00
Caledonia Corner and Whiteburn Mines.....	H. McGuire.....	6½	3	12 do	96 00
Cambridge Station and Condon Settlement.....	J. Caldwell.....	10½	1	12 do	55 00
Cambridge Station and Railway Station.....	J. P. Neily.....	50 yds.	12	12 do	40 00
Camden and Truro.....	E. Logan.....	9	2	12 do	115 00
Cameron Settlement and Pictou Road.....	D. M. Cameron.....	9	3	12 do	98 08
Campbell's Mountain and Whycomagh.....	J. D. McAskill.....	7	1	12 do	30 00
Canaan and Kentville.....	G. DeWolf.....	6	6	6 do (to Dec. 31, '96)	86 50
do do.....	do.....	6	6	6 do from do	80 00
Canaan and Tusket.....	A. J. Lent.....	26 r. t.	1	4 do (to Oct. 31, '96)	23 00
do do.....	T. Coleman.....	26 r. t.	1	8 do from do	34 66
Canaan Road and Tremont.....	F. A. Gates.....	1½	1	12 do	30 00
Canada Creek and Waterville.....	W. B. Thomas.....	9½	2	12 do	65 00
do do.....	W. Canady.....	10	1	12 do	50 00
Cannes and River Bourgeoise.....	J. Delorey.....	3	3	12 do	60 00
Canning and North Medford.....	G. F. West.....	4	1	12 do	20 00
Canning and Railway Station.....	J. E. Hennigar.....	100 yds.	24	9 do (to Mar. 31, '97)	56 25
do do.....	C. W. Dickie.....	½	2	3 do from do	17 00
Canning and Scott's Bay.....	W. H. Jess.....	16	3	12 do	176 00
Canoe Lake and Gaborouse.....	A. Munro.....	4	1	12 do	20 00
Canso and Guysboro'.....	G. W. Scott.....	34	6	12 do	1,600 00
Cape Anquet and Robins.....	P. Boucher.....	2½	3	12 do	45 00
Cape Dauphin and New Campbellton.....	D. McDermid.....	4	1	12 do	30 00
Cape George and Georgeville.....	A. McIsaac.....	20 r. t.	1	12 do	52 00
Cape Jack and Harbour au Bouche.....	A. DeCoste.....	2½	3	12 do	50 00
Cape John and Pictou.....	A. McLeod.....	21½	3	12 do	210 60
Cape Mabou and North Cape Mabou.....	F. Beaton.....	3	2	12 do	26 00
Cape Negro Island and North East Harbour.....	J. R. King.....	3	2	3 do (from Apr. 1, '97)	12 00
Cape Negro Island and Purgatory Point.....	E. S. Perry.....	3	2	9 do (to Mar. 31, '97)	45 00
Cape North and Dingwall.....	J. C. McPherson.....	4½	2	12 do	38 00
Cape Sable Island and Clark's Harbour.....	R. P. Stephens.....	0 r. t.	6	12 do	335 00
Carleton and Richfield.....	C. B. Harding.....	9	1	1 do (from June 1, '97)	3 33
Carriboo Gold Mines and Upper Musquodoboit.....	A. Burnett.....	8	6	6 do (to Dec. 31, '96)	156 00
do do.....	G. Hamilton.....	8	6	6 do from do	99 00
Carriboo Island and Lower Carriboo River.....	F. McLean.....	3½	2	12 do	40 00
Carroll's Corner and Elmsdale.....	J. Carroll.....	19½ r. t.	2	12 do	72 00
Castlereagh and Portapique.....	M. J. Starritt.....	7½	2	12 do	50 00
Catalone and Catalone Gut.....	N. McAulay.....	4½	1	12 do	19 00
Catalone and Catalone Road.....	N. McDonald.....	3	3	12 do	20 00
Catalone and Grand Lake.....	H. McDonald.....	3	3	12 do	25 00
Catalone and Little Lorraine.....	H. McIntyre.....	8 & 4	3 & 1	12 do	147 00
Catalone and New Boston.....	A. McDonald.....	4½	2	6 do (to Dec. 31, '96)	18 40
do do.....	D. J. McDonald.....	4½	2	6 do from do	28 00
Cedar Lake and Port Maitland.....	E. H. Porter.....	18 r. t.	2	2 do (from May 1, '97)	13 33
Centennial and Long Point.....	D. McDonald.....	4	3	12 do	44 48
Centredale and Hopewell.....	R. Cunningham.....	8½	2	12 do	57 20

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Centredale and Lorne.....	A. A. Campbell.	2½	1	12 months.....	20 00
Centreville and Hall's Harbour.....	R. Thorpe.....	7½, 9 & 4	1	12 do.....	103 00
Centreville and Railway Station.....	R. S. Thorpe.....	¾	18	6 do (to Dec. 31, '96)..	37 50
do do.....	C. M. Roscoe.....	¾	18	6 do from do.....	32 26
Chance Harbour and Pictou Land- ing.....	S. Fraser.....	4	2	12 do.....	50 00
Chaplin and Dean.....	L. A. Dean.....	2½	3	2 do (from May 1, '97)	6 66
Chapman Settlement and Rockwell Settlement.....	L. Greene.....	3	2	12 do.....	38 25
Chebogue Point and Yarmouth.....	C. E. Weston.....	12 r. t.	3	12 do.....	100 00
Chelsea and Pleasant River.....	J. H. Smith.....	9	1	12 do.....	48 00
Cherryfield and Railway Station.....	G. T. Acker.....	¾	1	9 do (to Mar. 31, '97)..	11 25
do do.....	do.....	¾	1	3 do from do.....	10 62
Chesley's Corner and Hemford.....	C. Chesley.....	7	1	7 do (to Jan. 31, '97)..	22 14
Chesley's Corner and Meisners.....	G. Lohnes.....	5	2	12 do.....	75 00
Chesley's Corner and Railway Station.....	J. H. McClelland.....	½	12	12 do.....	90 00
Chesley's Corner and Veinots.....	E. Lohnes.....	5	1	12 do.....	26 00
Chester and Kentville.....	J. L. Bishop.....	46	2	12 do.....	650 00
Chester and Windsor.....	J. Webber.....	35	2	12 do.....	369 00
Cheverie and Kennetcook.....	L. Sanford.....	8	1	12 do.....	32 00
Cheverie and Newport.....	J. H. Armstrong.....	17	6	4 do (to Oct. 31, '96)..	155 00
do do.....	A. Sanford.....	17	6	8 do from do.....	299 33
Cheverie and Walton.....	R. M. Wilcox.....	12	3	6 do (to Dec. 31, '96)..	77 50
do do.....	do.....	12	3	6 do from do.....	105 00
Chignecto and Maccan.....	M. B. Harrison.....	3½	3	9 do (to Mar. 31, '97)..	105 00
do do.....	W. C. Ripley.....	3½	3	3 do from do.....	23 50
Chimney Corner and Dunvegan.....	L. M. McPherson.....	7	3	12 do.....	84 00
Chipman's Brook and Lakeville.....	C. N. Porter.....	18 r. t.	2	12 do.....	80 00
Chipman's Corner and Upper Dyke Village.....	R. Harris.....	2	6	12 do.....	100 00
Christmas Island and East Bay.....	J. McDonald.....	31	3	7 do (to Jan. 31, '97)..	364 00
do do.....	M. Bryden.....	31	3	5 do from do.....	186 66
Christmas Island and Railway Station.....	J. McDougall.....	¼	12	12 do.....	65 00
Church Point and Railway Station.....	V. Thibodeau.....	2½	12	12 do.....	156 50
Churchville and Mountville.....	J. McMillan.....	5	1	12 do.....	23 00
Churchville and New Glasgow.....	J. R. McMillan.....	6	3	11 do (to May 31, '97)..	86 35
do do.....	W. Robertson.....	6	3	1 do from do.....	7 41
Claremont and River Philip.....	R. S. Thompson.....	4	2	9 do (to Mar. 31, '97)..	34 50
do do.....	M. T. Shipley.....	4	2	3 do from do.....	10 00
Clarke's Harbour and The Hawk.....	M. Atwood.....	3½	6	12 do.....	50 00
Clark's Road and Louisbourg.....	M. W. McLean.....	4½	1	12 do.....	29 00
Clementsport and Clementsvalle.....	A. S. Brown.....	4	3	12 do.....	80 00
Clementsport and Railway Station.....	E. P. Roop.....	½	12	12 do.....	58 00
Cleveland and Hureauville.....	J. Hureau.....	3	3	7 do (to Jan. 31, '97)..	23 33
Cloverdale and Middle Stewiacke.....	W. W. Winton.....	7	2	12 do.....	80 00
Clyde River and Upper Clyde River.....	J. H. McKay.....	25	1	12 do.....	91 00
Cognagon River and Kennetcook.....	H. E. Reynolds.....	5	1	12 do.....	18 00
Coldbrook Station and Railway Station.....	E. E. Porter.....	60 yds.	12	12 do.....	39 11
Coldstream and Gay's River.....	C. Gay.....	5	1	12 do.....	25 00
College Grant and Collegeville.....	T. J. Sears.....	3	2	12 do.....	50 00
Collegeville and Lochaber.....	do.....	1½	3	12 do.....	50 00
Collingwood Corner and Farming- ton.....	M. Chapman.....	12½	3	12 do.....	150 00
Collingwood Corner and Jackson's.....	do.....	6½	3	12 do.....	180 00
Collingwood Corner and Oxford Junction Station.....	do.....	6	6	12 do.....	216 00
Comeau's Hill and East Chebogue.....	H. Van Horn.....	8	1	12 do.....	50 00
Comeauville and Railway Station.....	F. A. Comeau.....	2½	12	12 do.....	119 00
Concession and Railway Station.....	J. L. Boudreau.....	2	3	12 do.....	35 88
Conn's Mills and Railway Station.....	A. Conn.....	½	6	12 do.....	35 00
Conquerall Bank and Conquerall Mills.....	A. Snyder.....	5	1	12 do.....	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cook's Brook and Little River Musquodoboit.....	R. B. Cook.....	6	3	12 months.....	76 00
Corberrie and Weymouth Bridge...	A. Babine	14	2	12 do	120 00
Coxheath and Sydney	R. Martin	3	2	12 do	40 00
Cranton Section and Frizzleton...	P. Burton	3½	3	12 do	22 00
Cross Roads, Country Harbour and Forest Hill.....	J. A. Mason.....	9	3	3 do (from Apr. 1, '97)	25 00
Cross Roads, Leitch's Creek and Leitch's Creek.....	D. Johnson.....	3	3	3 do (to Sept. 30, '96).	11 25
Cross Roads, Leitch's Creek and Leitch's Creek.....	do	3	3	9 do from do ..	21 75
Cross Roads, Leitch's Creek and North-west Arm.....	A. D. Clark.....	1	6	12 do	40 00
Cross Roads, Leitch's Creek and Railway Station.....	do	¼	6	12 do	30 00
Cross Roads Ohio and Ireland.....	P. W. Murphy..	5	3	7 do (to Jan. 31, '97).	29 16
Cross Roads Ohio and James River Station.....	H. A. McDougall	10	6	7 do (to Jan. 31, '97).	172 66
Cross Roads Ohio and James River Station.....	J. McGillivray..	10	6	5 do from do ..	83 33
Crosstown and Petite Rivière Bridge.....	S. Hilton.....	3	1	12 do	24 00
Culloden and Digby.....	C. E. Turnbull..	17	1	12 do	64 00
Cumming's Mountain and Sunnysbræ	W. McDougall..	3	1	6 do (to Dec. 31, '96).	8 00
Dalhousie Road and Lakeview.....	W. Franey.....	5	1	12 do	30 00
Dalhousie Road and Springfield.....	R. Stoddart.....	15	1	12 do	64 00
Dalhousie Settlement and Scotsburn Station.....	J. R. Ross	13	3	12 do	142 00
Dartmouth and Halifax.....	J. E. Leadley..	1½	19	12 do	225 00
Dartmouth and Montague Gold Mines.....	F. W. Cooper...	7	3	12 do	120 00
Dartmouth and Musquodoboit Harbour.....	S. Ogilvie.....	34	3	11 do (from Aug. 1, '96)	550 00
Dartmouth and South-east Passage.	E. R. Shiers...	6	1	12 do	52 00
Dean and Shubenacadie.....	T. Cox	36	6	7 do (to Jan. 31, '97).	641 66
do do	W. H. Guild...	36	6	5 do from do ..	375 00
Debert Station and Folly Mountain	S. McLaughlin..	17½	3	12 do	156 00
Debert Station and Masstown.....	A. Fulmore	4	6	12 do	90 00
Deep Brook and Railway Station...	J. R. Vroom...	½	12	12 do	60 00
Deep Cove and Gaberouse.....	R. Thomas.....	5	1	12 do	20 00
Delap's Cove and Granville Ferry...	W. Hardy	12	1	12 do	48 00
Denmark Road and Railway Station	J. W. McLeod..	½	12	12 do	50 08
Denmark Road and Truro.....	D. McKenzie...	33	3	11 do (to May 31, '97).	504 16
do do	do	33	3	1 do from do ..	33 33
Dennistown and Judique.....	A. Gillis.....	7½	2	12 do	60 00
Descouse and Lennox Ferry.....	N. McDonald...	3	6	3 do (to Sept. 30, '96)	51 50
do do	P. McDonald...	3	6	9 do from do ..	78 75
Descouse, Lennox Ferry and Poulamond Wharf.....	N. McDonald...	3 & ½	6	6 Season of 1896.....	45 00
Descouse and Poulamond Wharf...	P. McDonald...	1½	12	Part of season '97.....	1 75
Descouse and Rocky Bay	C. Doyle.....	6	3	12 months	75 00
Devon and Goff's	T. Cox	5½	1	12 do	40 00
Digby and Railway Station.....	G. W. Robinson..	200 yds.	12	12 do	100 00
Digby and Thorneville.....	J. W. Mussels..	8	2	12 do	49 00
Digby and Westport	W. H. Eldridge.	43	6	12 do	1,149 00
Digby Wharf and Railway Station.	G. A. Robinson..	¼	12	12 do	125 00
Doherty Creek and Hartford	R. S. Reid.....	3	3	12 do	46 00
Doherty Creek and Pugwash Junction Station.....	M. K. Dotten...	½	3	12 do	15 20
Dover East and Peggy's Gove.....	S. Morash.....	4	2	12 do	79 00
Dufferin Mines and Salmon River.	Mrs A. Gallagher	3½	3	12 do	60 00
Dunmaglass and McAra's Brook...	A. McGillivray..	3	3	12 do	52 77
Dunmaglass and Maple Ridge.....	A. D. Fraser...	3	1	1 do (from June 1, '97)	1 66

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Dunmore and McPherson.....	J. C. McIntosh..	2	2	12 months.....	\$ 26 00
Dunvegan and Margaree Island....	J. R. McDonald.	5	1	12 do	60 00
Earltown and West Earltown	J. McKay.....	4	2	12 do	52 00
East Bay and Glen Morrison.....	D. Morrison.....	4	2	12 do	40 00
East Bay and McAdam's Lake.....	A. S. McAdam..	6½	2	12 do	50 00
East Chezzetcook and Head of Chezzetcook.....	J. Smith.....	3	1	12 do	25 00
East Chezzetcook and Lower East Chezzetcook.....	J. Conrad.....	3½	20	6 do (from Jan. 1, '97)	10 00
Eastern Harbour and Little River Cheticamp.....	M. T. Ramard..	2½	2	12 do	23 48
Eastern Harbour and Pleasant Bay.	E. Aucoin	24½	2	12 do	186 00
Eastern Harbour and Port Hastings, &c.....	H. A. Archibald	101, 60, & 18	6, 6 & 6	12 do	10,099 00
East Jeddore and Jeddore Oyster Ponds.....	D. Mitchell.....	3½	2	9 do (to Mar. 31, '97).	48 75
East Jeddore and Jeddore Oyster Ponds.....	G. Mitchell.....	4	2	3 do from do	9 50
East Mapleton and East Southampton.....	W. F. Lewis.....	6	2	12 do	104 00
East Margaree and Main Post Road	D. McInnes	2	6	12 do	65 00
East Mines Station and Folly Village.....	D. L. Urquhart.	4½	12	6 do and 19 days (to Jan. 19, '97.)	124 37
East Mines Station and Folly Village.....	C. Lawrence.....	4½	12	5 do and 12 days (from Jan. 20, '97.)	89 44
East Mines Station and Railway Station.....	C. Morrison	65 yds.	12	6 do and 19 days (to Jan. 19, '97.)	38 69
East Mountain and Valley Station.	C. C. Hoar	2½	2	12 do	32 00
East River, St. Mary's and Green's Brook.....	M. Green.....	5½	1	12 do	20 00
East Side Port L'Hébert and Port Joli.....	W. McDonald..	7	1	12 do	40 00
East Side Pubnico Harbour and Forbes Point.....	J. McComiskey.	10½	3	7 do (to Jan. 31, '97).	106 75
East Side Pubnico Harbour and Forbes Point.....	J. Worthur.....	10½	3	5 do from do	51 66
East Side Ragged Island and Wall's Corner.....	H. Hupman.....	3	2	12 do	75 00
East Southampton and Railway Station.....	W. F. Lewis.....	½	12	12 do	60 00
East Southampton and South Brook	J. E. Smith.....	5	2	12 do	50 00
Eastville and Upper Stewiacke.....	S. Ellis.....	18½ r. t.	6	9 do (to Mar. 9, '97)...	300 00
do do	R. J. Ellis.....	18½ r. t.	6	3 do (from do ..)	67 25
East Wentworth and Wentworth Station.....	J. Barclay.....	5	3	9 do (to Mar. 31, '97).	67 50
East Wentworth and Wentworth Station.....	D. G. Whidden.	5	3	3 do from do	17 00
Eatonville and Parrsboro.....	J. W. York.....	32 & 16	6 & 3	7 do (to Jan. 31, '97).	604 92
Economy Point and Main Post Road	J. Hann	1	6	12 do	80 00
Edwardsville and Sydney.....	J. Morrison.....	7 & 2½	2	12 do	50 00
Eel Cove and Main Post Road.....	M. McLeod.....	¼	3	12 do	14 50
Eel Cove and Tarbotvale.....	A. K. McKay	3	2	12 do	40 00
Eel Creek and Oxford.....	I. Simpson.....	10 r. t.	3	12 do	161 08
Eight Island Lake and Main Post Road.....	J. R. Sutherland	½	6	11 do (to May 31, '97)..	22 91
Ellershous and Hartville.....	G. Swinehammer	1½	6	12 do	45 00
Ellershous and Newport.....	C. Rieck	6	2	12 do	100 00
Ellershous and Railway Station.....	J. McDonald.....	50 yds.	24	12 do	75 00
Elmsdale and Nine Mile River.....	J. Urquhart.....	7	2	12 do	89 69
Elmsdale and Railway Station.....	J. D. Scott.....	80 yds.	12	12 do	62 60
Emerald and Main Post Road.....	M. J. Tompkins.	3½	2	12 do	20 00
Enfield and Oldham.....	A. McDonald.....	3	6	12 do	100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Enfield and Railway Station.....	H. F. Donaldson	80 yds.	18	12 months.....	75 00
Enfield and Renfrew.....	A. McDonald	7	1	12 do.....	50 00
Englishtown and North Sydney.....	J. Old	27½	6	12 do.....	750 00
Entry Island and Magdalen Islands	J. Cassidy	8	1	Season of 1896 and part of season '79.	62 50
Erinville and Roman Valley.....	P. E. Farrell	7	1	12 months.....	32 80
Eskasoni Island and Main Post Road	D. S. McPhee	12½	6	12 do.....	36 00
Essex and Port Hastings.....	Mrs. C. McNeil	12	1	9 do (to Mar. 31, '97).	45 00
do do.....	A. J. McLennan	12	1	3 do from do.....	14 25
Estmere and Boom Platform.....	H. A. Archibald	8½	3	12 do.....	100 00
Etang du Nord and House Harbour	J. Patton	6	as req.	Season of 1896 and part of season '97.	40 00
Eureka and Railway Station.....	H. Grant	½ & ¾	12	3 months (to Sept. 30, '96)	31 25
do do.....	do	½ & ¾	12	9 do (from do.....)	75 00
Fairview Station and Rockingham Railway Station.....	V. E. Purcell	1	3	12 do.....	65 52
Falkland and Herring Cove.....	T. Hayes	3	2	9 do (to Mar. 31, '97).	56 25
do do.....	P. V. Hayes	3	2	3 do from do.....	12 50
Falmouth Station and Railway Station.....	W. Armstrong	12 yds.	12	12 do.....	47 00
Falmouth Station and Upper Falmouth.....	L. Aker	10 r.t.	3	12 do.....	150 00
Fassifern and Orangedale.....	A. B. Cameron	6	1	12 do.....	30 00
Fauxburg and Lunenburg.....	E. J. Steverman	8	1	3 do (to Sept. 30, '96).	40 00
do do.....	do	8 & 6½	1	8 do (to May 31, '97).	52 07
do do.....	do	6½	1	1 do.....	10 83
Feltz South and La Have Cross Roads.....	W. Moser	7	1 & 2	12 do.....	40 00
Fenwick and Nappan Station.....	C. Ripley	3½	3	12 do.....	65 00
Ferguson Lake and Main Post Road	J. Ferguson	1	3	6 do (to Dec. 31, '96).	12 50
Ferry Landing and Jubilee.....	M. W. McLeod	3½	2	12 do.....	30 00
Fifteen Mile Stream and Trafalgar	J. Nelson	16	2	12 do.....	200 00
Fisherman's Harbour and Port Hillford.....	J. Bingley	11	3	12 do.....	123 00
Fletcher's Station and Wellington Station.....	E. Largie	¾	6	12 do.....	100 00
Five Islands and Great Village.....	W. E. Burnside	27½	6	3 do (from Apl. 1, '97)	150 00
Five Islands and Parrsboro.....	J. B. Morrison	15	6	3 do (from Apl. 1, '97)	47 25
Folly Lake and Railway Station.....	N. McPherson	100 yds.	12	12 do.....	40 00
Forest Glen and Kingross.....	P. Stewart	3	1	9 do (to Mar. 31, '97).	7 50
do do.....	R. Y. McKenzie	3	1	3 do from do.....	1 62
Forties Settlement and New Ross.....	A. W. Ross	5	2	12 do.....	90 00
Fort Lawrence and Railway Station	C. E. Baker	½	12	12 do.....	100 16
Fort Lawrence and Upper Fort Lawrence.....	M. Chapman	2½	3	12 do.....	60 00
Fort Louisburg and Louisburg.....	M. Pops	3½	2	12 do.....	35 00
Fouchie and Gaberouse.....	W. McDonald	12	3	9 do (to Mar. 31, '97).	180 00
do do.....	R. A. McAskill	12	3	3 do from do.....	46 25
Fouchie and Grand River.....	D. McLeod	30	3	9 do (to Mar. 31, '97).	336 00
do do.....	J. Morrison	30	3	3 do from do.....	78 00
Four Mile Brook and Six Mile Brook.....	J. D. McKay	2	3	12 do.....	59 00
Fox Harbour and Pugwash.....	F. Tuttle	11½	3	12 do.....	137 00
Framboise and North Framboise.....	L. McQueen	5	1	12 do.....	15 96
Framboise and Stirling.....	A. McDonald	4	2	12 do.....	26 48
Fraser's Grant and Heatherton.....	A. McDougall	5	1	12 do.....	46 00
Fraser's Grant and New France.....	P. J. Perrault	2	1	12 do.....	12 00
Frenchvale and North West Arm.....	B. Gouthro	7	1	12 do.....	48 00
Frizzleton and Marsh Brook.....	J. Levis	4	3	12 do.....	21 00
Gaberouse and Gaberouse Bar-rachois.....	F. Bagnell	1½	2	3 do (to Sept. 30, '96).	10 50
do do.....	J. Bagnell	1½	2	9 do from do.....	15 00

DETAILS of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gaberouse and Gull Cove	A. Hardy	4	1	12 months	30 00
Gaberouse and Sydney	D. McRae	28	3	12 do	440 00
Gaberouse and Vesuvius	J. D. Martin	19 rt.	2	3 do (from Apl. 1, '97)	19 75
Gaspereaux and Newtonville	R. Westcott	4	1	9 do (to Mar. 31, '97)	15 00
Gaspereaux and Vesuvius	do	19	1	9 do (to Mar. 31, '97)	47 25
Gaspereaux and Wolfville	R. Forsyth	2½	6	9 do (to Mar. 31, '97)	72 75
do do	M. Cleveland	2½	6	3 do from do	24 25
George's River Station and Long Island Main	N. O. Handly	2½	2	12 do	50 00
George's River Station and Railway Station	W. Almond	8 yds.	3	12 do	24 96
George's River Station and Scotch Lake	D. McKinnon	3½	2	12 do	50 00
Georgeville and Glebe Road	A. McInnis	15 r.t.	1	12 do	35 00
Gilbert Cove and Railway Station	W. H. Melancon	3½	12	12 do	181 54
Gilbert Mountain and Halfway River Station	G. Rector	8	1	12 do	75 00
Gillander's Mountain and Middle River	C. McLennan	4	1	12 do	21 00
Glasgow and Shunacadie	S. McKinnon	4	2	12 do	35 00
Glassburn and Main Post Road	R. D. Chisholm	½	6	12 do	24 00
Glen Bard and Railway Station	J. McLean	1½	2	11 do (to May 31, '97)	36 66
Glendale and Mabou	A. Boyd	22	2	12 do	393 00
Glendyer and Mabou	W. McDonald	3	6	12 do	80 00
Glennelg and Sherbrooke	A. E. Stewart	10½	3	9 do (to Mar. 31, '97)	90 83
do do	M. H. Grant	10½	3	2 do and 8 days (from April 23, '97)	36 96
Glengarry and Port Hood	J. McDonald	10	1	12 do	39 00
Glengarry Station and Pleasant Valley	A. Nicholson	28½ r.t.	3	12 do	234 00
Glengarry Station and Railway Station	D. Graham	100 yds.	12	12 do	50 00
Glen Margaret and Head of Margaret's Bay	W. Maher	12	6	12 do	320 00
Glen Margaret and Peggy's Cove	J. Wilbur, sr.	9	6	7 do (to Jan. 31, '97)	162 16
do do	G. Dauphinee	9	6	5 do from do	83 33
Glenora and Main Post Road	W. A. Lamey	4	3	12 do	22 00
Goff's and Waverly	M. D. Goff	11	1	12 do	52 00
Goldenville and Sherbrooke	M. McGrath	2½	3	12 do	68 75
Gore and Maitland	G. Tucker	20	3	9 do (to Mar. 31, '97)	303 75
do do	A. S. Smith	20	2	3 do from do	86 25
Gore and Mount Uniacke	B. C. Crowe	27	3	12 do (less fine)	440 00
Gore and Newport	A. Harvie	41 r.t.	3	12 do	360 00
Gore and Shubenacadie (via Blois Road)	A. Densmore	45 r.t.	1	12 do	133 44
do do (via North Salem)	do	42 r.t.	1	12 do	127 00
Goshen and North End Lochaber	A. Manson	7½	3	12 do	128 56
Graham Siding and Railway Station	T. A. Brenton	150 yds.	6	12 do	30 75
Grand Anse and Grandique Ferry	M. McPherson	3	6	3 do (to Sept. 30, '96)	20 00
do do	A. McPherson	3	6	3 do (to Dec. 31, '96)	20 00
do do	D. McDonald	3	6	6 do from do	32 00
Grandique Ferry and Lennox Ferry	G. M. Shaw	¾	6	12 do	600 00
Grandique Ferry and West Arichat	A. McDonald	10	6	3 do (to Sept. 30, '96)	120 00
do do	J. Parker	10	6	9 do from do	285 00
Grand Lake Station and Railway Station	Mrs. C. Nichols	300 yds.	12	12 do	35 00
Grand Narrows and Railway Station	E. A. Macneil	½	12	12 do	35 00
Grand Narrows Rear and Iona	A. McDonald	5	1	12 do	45 00
Grand Pré and Long Island	A. Fullerton	2½	3	12 do	80 00
Grand Pré and Railway Station	E. McLatchy	¾	12	12 do	100 16
Grand River and Grand River Falls	A. McKillop	4½	1	12 do	25 00
Grand River and St. Peters	P. J. Kyte	17	6	12 do	349 00
Granton and Westville	E. Taylor	7	3	12 do	109 20

Post Office Department.

DETAILS of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Granville Ferry and Victoria Beach	W. A. Piggott	17	6	12 months	367 08
Great Village and Londonderry Station	J. G. Peppard	4	12	1 do (to July 31, '96)	10 33
Great Village and Londonderry Station	A. S. Kent	4	12	11 do from do	88 00
Great Village and Lower Five Islands	J. W. Brodrick	29½	6	9 do (to Mar. 31, '97)	674 25
Greenfield and Middlefield	J. E. Tibert	5	2	12 do	48 00
Greenfield and Valley Station	R. McKenzie	5¼	2	12 do	70 00
Green Harbour and Main Post Road	A. E. Enslow, jr.	2	3	12 do	58 00
Green Hill and Westville	J. R. McLean	6	3	12 do	90 00
Glenvale and Main Post Road	J. D. McIntosh	1½	2	12 do	20 00
Greenville Station and Henderson Settlement	J. S. Mitchell	5	3	12 do	49 00
Greenville Station and Middleboro	C. A. Fountain	10	3	12 do	82 00
Greenville Station and North Greenville	W. Embree	6	2	12 do	78 00
Greenville Station and Railway Station	J. S. Forshner	50 yds.	12	12 do	75 12
Grindstone Island and Etang du Nord and House Harbour	J. Patton	4 & 2	1	12 do	48 00
Grosses Coques and Railway Station	T. LeBlanc	4	12	12 do	259 79
Grosvenor and Railway Station	M. O'Neill	5	3	12 do	100 00
Gunning Cove and McNutt's Island	A. J. Snow	3½	1	12 do	20 00
Guysboro, and Heatherton	D. D. Harrington	26	6	12 do	1,378 00
Guysboro, and Salmon River Lake Settlement	E. H. Carritt	13	3	9 do (to Mar. 31, '97)	121 66
Guysboro, and Salmon River Lake Settlement	do	13	3	9 do from do	45 00
Guysboro and Tor Bay	L. Phelan	20	3	12 do	218 00
Half Island Cove and White Head	R. Diggdon	13	6	6 do (to Dec. 31, '96)	191 44
do do	S. Hendsbee	13	6	6 do from do	137 00
Half Island Cove and Main Post Road	Z. Hendsbee	1	6	1 do (from June 1, '97)	4 16
Halfway River Station and Harrison Settlement	J. Harrison	7	2	12 do	94 00
Halfway River Station and Railway Station	F. Fullerton	½	12	12 do	50 00
Halifax and Branch P.O., Gottingen Street	J. Slaunwhite	1	18	12 do	90 00
Halifax and Branch P.O., Morris St.	L. Mylius	¾	18	12 do	100 00
Halifax and Lower Prospect	G. H. Slaunwhite	22½	1	12 do	84 00
Halifax Letter Carriers Service	Halifax Electric Tramway Co.			5,000 tickets	150 00
Halifax and Mahone Bay	G. Blair	62	6	12 months	3,100 00
Halifax and Prospect	J. Walsh	21	2	12 do	125 00
Halifax and Railway Station	J. M. McGrath & Co.	1½	as req.	12 do	854 08
Halifax and Sambro	J. Smith	2½	2	12 do	100 00
Halifax and West Chezzetcook	W. H. Isnor	5 r. t.	3	13 trips	39 00
Halifax and West River Sheet Harbour	H. W. Quinn	80	3	7 months (to Jan. 31, '97)	809 43
Halifax and West River Sheet Harbour	A. McInnes	80	3	5 do from do	459 35
Halifax and Wharf	J. M. McGrath & Co.	80	3	6 do (to Dec. 31, '96)	3 50
do do	S. Cunard & Co.			Pt. of seasons '96 and '97.	280 50
do do	Sundry Persons			Special trips.	1 75
Hansford and Main's Road	J. Duncan	2½	2	1 month (to July 31, '96)	3 75
Hansford and West Hansford	do	1½	2	11 months from do	24 75
Hantsport and Lockhartville	B. Nason	3	3	12 do	74 00
Hantsport and Railway Station	S. H. Mitchener	¼	24	12 do	68 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Harbour au Bouche and Railway Station.	M. Levangie.....	2½	12	12 months.....	78 00
Harbourville and Railway Station.	G. Collins.....	11½	3	12 do.....	150 53
Harmony Mills and Westfield.	W. C. Harlow.....	4	1	12 do.....	22 00
Hawthorne and Port Hood.	D. A. Beaton.....	4	2	12 do.....	20 00
Hay Cove and Loch Lomond.	J. McKenzie.....	12½	3	12 do.....	154 16
Hay River and Mount Young.	A. S. McKinnon.....	1½	3	12 do.....	30 00
Hazel Hill and Little Dover.	P. Sampson.....	4	1	12 do.....	30 00
Head Indian Harbour Lake and Sherbrooke.	J. S. Cameron.....	41	3	12 do.....	224 64
Head of Jeddore and West Jeddore.	J. A. Blakeney.....	6	3	12 do.....	112 48
Head River Hebert and River Hebert.	J. O. Scott.....	5	3	12 do.....	88 00
Head South River Lake and Salmon River Lake Settlement.	R. Flynn.....	15	3	12 ds.....	117 48
Head of Tatamagouche Bay and Railway Station.	A. Upham.....	2	3	12 do.....	45 24
Head of Tatamagouche Bay and do do.	G. Slade.....	3	1	9 do (to Mar. 31, '97).	11 25
	J. McMillan.....	3	1	3 do from do.....	3 62
Head Wallace Bay North Side and Pugwash Junction Station.	M. K. Dotten.....	5	6	12 do.....	175 00
Heathbell and Scotsburn Station.	D. Cameron.....	3	3	12 do.....	80 00
Heatherton and Railway Station.	D. D. Harrington.....	½	12	12 do.....	49 48
Heatherton and Summerside.	D. Boudrot.....	3	1	12 do.....	27 72
Hebron and Railway Station.	G. F. Moses.....	½	12	12 do.....	75 00
Hectanooga and Railway Station.	J. A. Blackadar.....	50 yds.	12	12 do.....	40 00
Hemford and Pleasant River.	J. Zink.....	7	1	7 do (to Jan. 31, '97)..	20 41
Hilden and Railway Station.	M. A. Brown.....	½	12	12 do.....	50 00
Hillaton and Railway Station.	M. Percy.....	500 yds.	24	12 do.....	62 60
Hill Grove and Railway Station.	S. Thomas.....	4	3	12 do.....	40 00
Hodson and River John.	W. Gammon.....	10	3	9 do (to Mar. 31, '97).	93 00
do do.		10	3	3 do from do.....	17 25
Homeville and South Head Cow Bay.	H. Spencer.....	9	1	12 do.....	40 00
Hopewell and Railway Station.	E. Maclean.....	½	12	12 do.....	49 00
Hopewell and Trafalgar.	J. McDonald.....	16½ & 2½	2 & 1	12 do.....	150 00
Horton Landing and Railway Station.	F. G. Curry.....	½	12	12 do.....	100 16
House Harbour and South Beach.	P. Bourque.....	5	1	Season 1896 and part of season 1897.....	27 50
Indian Point and Mahone Bay.	J. Ernst.....	5	1	12 months.....	30 00
Inglesville and Lawrencetown.	H. Daniels.....	7	2	4 do (to Oct. 31, '96).	23 00
do do.	R. Beals.....	7	2	8 do from do.....	36 66
Iona and McNeil's Vale.	D. McNeil, Jr.....	8	2	12 do.....	92 00
Iona and Railway Station.	R. A. McNeil.....	½	12	12 do.....	50 00
Irish Cove and Lake Uist.	E. Morrison.....	7	2	12 do.....	45 00
Iron Ore and Sunnybrae.	J. McDonald.....	4	1	12 do.....	26 00
Iron Rock and Railway Station.	J. G. Fraser.....	½	12	12 do.....	40 00
Isaac's Harbour and Isaac's Harbour, East side.	S. McMillan.....	12	1	12 do.....	124 00
Isaac's Harbour, East side, and New Harbour.	A. McDonald.....	12	1	12 do.....	84 00
Ivera and Upper Settlement Middle River.	M. McRae.....	2	2	12 do.....	25 00
Jacksonville and North Sydney.	J. B. Jackson.....	3½	6	12 do.....	100 00
James River and James River Station.	D. Chisholm.....	3	2	12 do.....	50 00
James River Station and Morvan.	J. McDonald.....	9	3	7 do (to Jan. 31, '97).	99 16
do do.	J. McEachern.....	9	3	5 do from do.....	48 10
James River Station and Railway Station.	J. McDonald.....	100 yds.	12	12 do.....	72 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Jamesville and McKinnon's Harbour	M. McDonald	2	3	12 months	39 75
Jauvin's Harbour and West Arichat	H. G. Nicolls	7	2	9 do (to Mar. 31, '97)	67 50
Joggin's Bridge and Railway Station	W. H. Randal	4	12	12 do	81 38
Joggin's Mines and Lower Cove	C. Melanson	3	6	12 do	199 00
Joggin's Mines and Railway Station	A. Brine	4	12	12 do	81 38
Jordan Bay and Shelburne	E. D. Hogg	5 & 17	6 & 3	12 do	189 00
Jordan Branch and Shelburne	W. G. Swinesburg	3½	3	12 do	40 00
Judique and Upper South West					
Mabou	E. McDonald	11	2	9 do (to Mar. 31, '97)	75 00
do	E. McInnis	11	2	3 do from do	12 37
Kempt and New Grafton	J. C. Wilson	3½	1	9 do (to Mar. 31, '97)	16 86
do	A. H. Kempton	3	1	3 do from do	4 72
Kempt Head and Upper Kempt					
Head	M. McKenzie	3	2	6 do (to Dec. 31, '96)	21 00
do	D. K. McKenzie	3	2	6 do from do	17 50
Kennetcook Corner and Noel	J. Murray	20 r.t.	2	12 do	80 00
Kennington Cove and Louisburg	J. McLean	6	1	12 do	49 00
Kentville and Railway Station	E. E. Eaton	200 yds.	36	12 do	225 00
Kerrowgare and Low Moor	J. McDonald	4	1	7 do (to Jan. 31, '97)	11 66
Kerrowgare and Sunnybrae	D. K. McDonald	4	2	12 do	46 00
Kewstoke and Whycomagh	A. McQuien	7½	1	12 do	50 00
Kingbury and Lunenburg	E. J. Steverman	31 r.t.	1	9 do (to Mar. 31, '97)	255 39
do	R. Lohnes	31 r.t.	3	3 do from do	57 50
King's Head and Little Harbour	M. McKenzie	1½	3	9 do (to Mar. 31, '97)	26 25
King's Head and New Glasgow	T. McKenzie	7½	3	3 do from Apr. 1, '97	37 50
Kingsport and Medford	W. West	1½	3	12 do	40 00
Kingsport and Railway Station	A. G. Donald	400 yds.	24	12 do	58 75
Kingston Station and Melvern Square	A. C. Vanbuskirk	2½	6	12 do	124 00
Kingston Station and North Kingston	do	9 r.t. & 15 r.t.	1 & 2	12 do	80 00
Kingston Station and Railway Station	J. F. Reag	100 yds.	12	12 do	31 30
Kingston Station and Tremont	F. A. Gates	4 & 16 r.t.	2 & 1	12 do	122 98
LaHave Island and West Dublin	J. H. Remby	5	1	12 do	85 00
Lake Ainslie, South Side, and Lewis Mountain	N. Martin	4	2	2 do (to Aug. 31, '96)	5 33
Lake Ainslie, South, Side and Strathlorne	A. H. McKay	17¼	3	12 do	169 84
Lake Annis and Railway Station	G. A. Cossar	40 yds.	6	12 do	28 00
Lakelands and Railway Station	J. E. Brown	½	6	12 do	100 16
Lake Munro and Milford	I. Munro	7	3	5 do (from Feb. 1, '97)	40 83
Lake Ramsay and New Ross	G. Ross	5	2	12 do	40 00
Lakevale and West Lakevale	H. Wallace	3½	4	12 do	58 04
Lander and Lower Stewiacke	R. J. Pollock	4½	2	12 do	31 00
Langille's and Lower Northfield	D. Judrey	3	1	12 do	35 00
Langille's and Railway Station	W. Lowe	½	2	12 do	35 00
L'Anse à la Cabane and Magdalen Islands	W. Cormier	8½	2	Season 1896 and part of season 1897	75 00
Lapland and Newcombe	S. Demon	20	1	12 months	56 64
Larry's River and White Head	L. David	18	3	12 do	190 00
Lawrencetown and Mineville	C. E. Crook	5	3	12 do	108 00
Lawrencetown and Nictaux Corner School House	H. Daniels	16 r.t.	3	4 do (to Oct. 31, '96)	23 21
Lawrencetown and Nictaux Corner School House	do	16 r.t.	3	8 do from do	63 34

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Lawrencetown and Outram	Z. Elliott	11½	2	12 months	8 cts. 99 00
Lawrencetown and Railway Station	H. T. James	4	12	12 do	74 00
Lawrencetown and West Lawrence-town	S. J. Hiltz	4	3	12 do	90 00
Leamington and Spring Hill	J. E. Nelson	4	2	12 do	70 00
Leitche's Creek and Upper Leitche's Creek	A. Beaton	5	1	12 do	35 00
Lewis Bay and Marion Bridge	R. R. McDonald	32 r.t.	3	12 do	201 24
Lewis Bay and Upper Grand Mira	N. Campbell	5	3	12 do	25 00
Lewis Bay and Whycocomagh Bay, North Side	N. Martin	4	2	10 do (from Sept. 1, '96)	26 67
Linden and Pugwash	K. Hunter	10	3	12 do	150 00
Lingan and Sydney	J. O'Callaghan	35	6	12 do	399 00
Linwood and Railway Station	T. W. Kinney	2	12	6 do (to Dec. 31, '96)	50 00
do do	P. DeCoste	2	12	6 do from do	34 00
Liscomb Mills and West Liscomb	L. F. Langille	5½	2	12 do	80 00
Little Bass River and Pleasant Hills	D. McLaughlin	5	2	12 do	41 00
Little Bras d'Or and Point Aconi	D. J. Walker	7	1	12 do	50 00
Little Glace Bay and Sydney	A. Gamen			Special trips	3 00
Little Harbour and New Glasgow	M. McKenzie	6	3	9 months (to Mar. 31, '97)	63 75
Little Harbour and Reidway	S. J. Reid	4	1	12 do	25 00
Little Judique and Little Judique Ponds	R. McDonald	2	2	12 do	20 00
Little Judique and Rear Little Judique	D. McMillan	4	2	12 do	30 00
Little Pond and Sydney Mines	J. Peck	4	1	12 do	25 00
Little River and Oxford	A. E. Baird	4	3	9 do (to Mar. 31, '97)	56 25
do do	R. Brian	4	3	3 do from do	18 75
Liverpool and Milton	A. Little	3	12	12 do	180 00
Liverpool and Port Medway	do	13	6	11 do (to May 31, '97)	733 33
do do	do	13	6	1 do from do	33 33
Liverpool and Western Head	A. A. Shand	7	3	12 do	195 00
Loch Broom and Railway Station	R. McLeod	½	3	12 do	30 00
Logan's Tannery and Railway Station	T. Dunn	½	12	12 do	66 00
Londonderry Station and Railway Station	D. Giddens	200 yds.	12	12 do	60 00
Lourdes and Railway Station	A. McDonald	½	12	12 do	50 00
Lovat and West River	H. McKenzie	5	3	12 do	75 00
Lower Canard and Port William Station	J. L. Bishop	7	6	12 do	200 00
Lower Five Islands and Lynn	S. H. Webb	6	2	12 do	80 00
Lower Five Islands and Parrshoro	J. W. Brodrick	13	6	9 do (to Mar. 31, '97)	255 00
Lower Foster's Settlement and Newburn	J. Veniot	3	1	12 do	38 40
Lower Greenville and Westchester Station	H. D. Purdy	3½	1	12 do	20 00
Lower L'Ardoise and Point Michaud	T. Brymer	4	1	1 do (to July 31, '96)	1 50
do do	P. E. Sampson	4	1	11 do from do	23 83
Lower Meagher's Grant and Meagher's Grant	W. McCurdy	2½	3	12 do	60 00
Lower Meagher's Grant and Musquodoboit Harbour	G. Rowlings	14	1	12 do	70 00
Lower Onslow and Truro	J. G. Miller	22 r.t.	3	12 do	200 00
Lower River Hebert and Maccan	C. Carter	9½	3	12 do	141 08
Lower River Inhabitants and Point Tupper	D. Cameron	15	3	12 do	250 00
Lower Settlement Middle River and Main Post Road	D. McRae	¾	6	12 do	26 00
Lower Ship Harbour and Ship Harbour Lake	J. W. Webber	23 r.t.	3	12 do	190 00
Lower Ship Harbour East and Main Post Road	T. Keating	2	3	12 do	40 00
Lower Stewiacke and Railway Station	W. I. Boomer	¾	24	12 do	155 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lower Stewiacke and Ramsay.....	W. Ramsay.....	5	1	12 months.....	28 00
Lower Stewiacke and Wittenburg..	E. H. McGregor	20 r.t. & 23 r.t.	2 & 1	6 do (to Dec. 31, '96)..	77 50
do do ..	do	20 r.t. & 23 r.t.	2 & 1	6 do from do & arrears.	79 84
do do ..	W. I. Boomer..	20½ r.t. & 23½ r.t.	2 & 1	Arrears.	3 07
Lower Wentworth and Wentworth Station.....	A. Bigney	8	3	12 months.....	89 00
Lower West Jeddore and West Jeddore	L. Blakeney.....	3	1	12 do	20 00
Lower West Pubnico and Pubnico Harbour.....	A. E. Carland..	9	3	12 do	194 00
Lunenburg and Railway Station ..	J. J. Hirtle.....	½	20	9 do (to Mar. 31, '97)..	150 00
do do ..	A. C. Zwicker..	½	20	3 do from do ..	37 25
Lunenburg and Second Peninsula..	D. H. Zink.....	5	1	12 do	40 00
Lunenburg and Street Letter Box..	J. M. Anderson..	¾	13	12 do	47 32
McAdam's Lake and Steele's Lake.	H. McKinnon..	4	1	12 do	20 50
McAulay's and Peter's Brook	A. McLeod.....	3	1	12 do	30 00
McCallum Settlement and Upper North River	J. McCallum....	3	3	12 do	58 00
McCarthy's and Spry Bay.....	W. A. McCarthy	2½	3	12 do	70 00
McIntyre's Lake and Railway Station.....	D. McIntyre....	¼	6	12 do	25 00
McIntyre's Lake and Rear Hawkesbury.....	J. Duff.....	3	3	12 do	40 00
McIntyre's Lake Station and Sydney	J. S. M. Morrison	94½	6	6 do (to Dec. 31, '96)..	4,252 50
do do ..	do	94½	6	6 do from do ..	3,293 32
McIntyre's Mountain and Queenville	A. D. McIntyre..	6½	2	12 do	65 00
McKinnon's Harbour and Railway Station.....	J. Y. Gillis.....	½	6	3 do (to Sept. 30, '96)..	7 50
McKinnon's Harbour and Railway Station.....	H. Gillis.....	½	6	3 do (to Dec. 31, '96)..	8 00
McKinnon's Harbour and Railway Station.....	J. Y. Gillis.....	½	6	6 do from do ..	18 00
Mabou and Mabou Coal Mines	D. McDonald.....	8	3	12 do	100 00
Maccan and Railway Station	R. D. Roach.....	100 yds.	24	6 do (to Dec. 31, '96)..	75 00
do do ..	do	100 yds.	24	6 do from do ..	59 46
Mader's Cove and Mahone Bay.....	A. Lohnes.....	3	6	12 do	110 00
Mahone Bay and Oakland	J. Ernst.....	3	1	12 do	10 00
Mahone Bay and Railway Station.....	J. B. S. Zwicker..	1	20	12 do	112 08
Mahone Bay and Upper New Cornwall.....	J. E. Dunn.....	13	1	9 do (to Mar. 31, '97)..	67 11
Mahone Bay and Upper New Cornwall.....	J. Robar.....	13	1	3 do from do ..	17 25
Mahone Bay and Walden	C. Nass.....	14	1	12 do	40 00
Main à Dieu and Seatarie Island..	M. McCuish.....	9	1	12 do	124 48
Maitland and Noel	R. Webb.....	12	6	12 do	297 72
Maitland and Shubenacadie.....	T. Cox.....	20	6	12 do	750 00
Malagash Point and Wallace.....	A. Mawby.....	31 r.t.	3	12 do	156 00
Malagawatch and Marble Mountain	M. McLeod.....	3	3	12 do	50 00
Malagawatch and Militia Point.....	D. McIntosh.....	3	2	12 dd	20 00
Malagawatch and River Dennis.....	K. McKenzie.....	8 & 5	3 & 2	12 do	179 00
Malignant Cove and Merigomish.....	W. J. McDonald	22½	6	12 do	800 00
Manganese Mines and Valley Station	C. C. Hoar.....	6½	2	12 do	48 00
Marble Mountain and West Bay Road Railway Station.....	A. McDonald.....	18	6	12 do	547 00
Margaree Forks and North-East Branch Margaree	A. G. McDonald	5	6	12 do	119 00
Margaretville and Middleton.....	A. P. Dodge.....	22	3	12 do	194 00
Margaretville and Morden.....	J. Redgate, jun.	15	1	12 do	63 20
Marion Bridge and Trout Brook.....	N. Fergusson....	5	1	12 do	25 00
Marion Bridge and Woodbine.....	W. A. McLean..	6	2	12 do	40 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Marshalltown and Railway Station.	W. Marshall....	1½	12	12 months	109 55
Marshy Hope and Railway Station.	L. McDonald....	100	3	6 do and 5 days (to Jan. 5, '97).....	15 42
do do	J. W. Dewar....	¼	3	3 do (from Apr. 1, '97)	6 50
Mattattall's Lake and Tatamagouche	A. Patriquin....	9	1	12 do	50 00
Mavillette and Yarmouth	A. Bain.....	20	6	12 do	313 00
Meadow's Road and Sydney Forks.	S. A. Gillis....	4	2	12 do	56 00
Meadowville Station and Murrayfield	J. A. Ross....	7	3	12 do	105 00
Meadowville Station and Railway Station	A. Fraser....	¼	12	12 do	62 60
Meadowville Station and Sundridge	H. Ross....	4	3	9 do (to Mar. 31, '97).	58 50
do do	G. Clark....	4	3	3 do from do	17 25
Meadowville Station and Toney Mills	W. Fraser....	4½	3	12 do	50 00
Meiklefield and Main Post Road	D. McInnis....	2	2	6 do (to Dec. 31, '96)..	20 00
do do	J. D. Meikle....	2	2	6 do from do	9 00
Meiklefield and Woodfield	do	4	1	12 do	20 00
Melford and River Dennis	D. Cameron....	6	3	6 do (to Dec. 31, '96)..	45 00
do do	K. McKenzie....	6	3	6 do from do	17 50
Melrose and Sunnybrae	H. E. Stewart....	35	3	9 do (to Mar. 31, '97)	333 33
do do	J. B. McIntosh....	35	3	3 do from do	99 75
Merigonishe and Railway Station	J. W. Dunn....	¼	12	9 do (to Mar. 31, '97)	72 00
do do	J. C. Mitchell....	¼	12	3 do from do	20 00
Meteghan and Railway Station	E. E. Sheehan....	5½	12	7 do (to Jan. 31, '97)..	116 66
do do	do	5½	12	5 do from do	39 58
Meteghan Station and Railway Station	A. Geddry....	¼	12	7 do (to Jan. 31, '97)..	23 33
Middleboro and North Middleboro.	J. R. Chapman....	2	3	12 do	25 00
Middle Musquodobit and Moose River Gold Mines	J. Higgins....	14	2	12 do	128 00
Middle Musquodobit and Murcheyville	J. Sprott....	5	2	12 do	54 00
Middle Musquodobit and South Branch	J. G. Kent....	12	1	12 do	48 00
Middle Musquodobit and Wyse's Corner	W. McCurdy....	27	3	12 do	180 00
Middleton and Nictaux Falls	O. Bartaux....	8	6	12 do	156 00
Middleton and Port George	R. G. Anderson....	8	3	9 do (to Jan. 31, '97)..	93 75
do do	F. S. Mosher....	8	3	3 do from do	22 00
Middleton and Railway Station	D. Feindel....	¼	18	12 do	112 32
Middleton Station and Halifax and Annapolis Postal Cars	do	50 yds.	2	do and 8 days (to Sept. 19, '96)..	17 00
Milford Station and Railway Station	J. W. Wickwire....	¼	12	12 do	62 60
Mill Road and New Ross	G. Ross....	5	1	12 do	40 00
Minudie and River Hebert West Side	T. Mack....	7	6	12 do	315 00
Mira Gut and Port Morien	H. W. Spencer....	25	1	12 do	79 00
Monk's Head and Pomquet Chapel	J. Morrel....	2½	3	12 do	55 00
Mooseland and Tangier	T. H. Hilchey....	13	2	9 do (to Mar. 31, '97).	87 00
do do	do	13	2	3 do from do	31 75
Morden and Victoria Harbour	W. Dempsey....	3½	1	12 do	25 50
Moser's River and West River Sheet Harbour	J. H. Dimock....	32	3	7 do (to Jan. 31, '97)..	350 00
do do	J. S. Cameron....	32	3	5 do from do	205 41
Mosherville and Rawdon	J. Britton....	7	2	12 do	65 00
Mossman's Grant and Northfield	H. Arenburg....	2½	1	12 do	30 00
Mossman's Grant and Railway Station	W. S. Baker....	100 yds.	2	12 do	20 00
Mountain Road and River John	H. Baillie....	4	2	6 do (to Dec. 31, '96)..	19 74
do do	R. Holt....	4	2	6 do from do	15 00
Mount Cusack and Sydney	H. Cusack....	7	1	12 do	45 00
Mount Denson and Railway Station	M. J. Shaw....	¼	6	12 do	90 00
Mount Rose and Paradise Lane	C. Grant....	5½	2	12 do	55 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mount Thom Settlement and Salt Springs.....	M. C. Fraser.....	6	2	12 months	66 00
Mount Uniacke and Oland.....	E. Pentz.....	22	2	12 do	120 00
Mount Uniacke and Railway Station.....	J. McLean.....	135 yds.	12	12 do	62 60
Mulgrave and Railway Station.....	T. Way.....	200 yds.	12	3 do (from Apr. 1, '97)	10 00
Munro's Bridge and Orangedale.....	H. A. Archibald.....	1½	2	12 do	25 00
Murphy and North East Branch Margaree.....	D. Young.....	4	3	12 do	30 00
Musquodoboit Harbour and Petpeswick Harbour.....	B. Young.....	6	3	12 do	65 00
Musquodoboit Harbour and Pleasant Point.....	R. J. Stevens.....	11	2	12 do	110 00
Nappan Station and Railway Station.....	A. C. Barry.....	75 yds.	12	12 do	80 00
New Albany and Railway Station.....	H. L. Oakes.....	¾	2	12 do	31 20
New Campbellton and New Harris.....	D. Morrison.....	5	1	12 do	30 00
New Cumberland and West Lake Have Ferry.....	O. Corkum.....	9½	1	12 do	33 48
New Edinburgh and Weymouth Bridge.....	A. Deveaux.....	5¼	6	10 do (to Apr. 30, '97).	139 98
do do do do.....	W. O. Doucett.....	5½	6	2 do from do	15 00
New Glasgow and Railway Station.....	J. W. Church.....	¼	42	12 do	437 48
New Glasgow and Trenton.....	J. W. Church.....	1½	12	6 do (to Dec. 31, '96)	100 00
do do do do.....	do do do do.....	1½	12	6 do from do	74 50
New Harbour and Junction Main Post Road.....	M. Pero.....	9	3	12 do	100 00
Newport and Newport Landing.....	G. Benedict.....	8 & 9	4 & 2	12 do	217 00
Newport and Newport Station.....	J. F. Rathbun.....	5	5	12 do	250 00
Newport and South Rawdon.....	R. G. Cochrane.....	24 r.t.	1	12 do	65 00
Newport and Upper Newport.....	do do.....	10½	1	12 do	28 00
Newport and Walton.....	E. A. Bancroft.....	20	6	12 do	778 64
Newport Station and Railway Station.....	L. H. Sweet.....	12 yds.	24	12 do	50 00
New Ross and Vaughans.....	G. Ross.....	15	2	12 do	135 00
Newtown and South End Lochaber do do do do.....	M. Carroll.....	8	1	6 do (to Dec. 31, '96).	20 00
do do do do.....	R. A. McLean.....	8	1	6 do from do	14 74
Newville and Railway Station.....	D. P. Young.....	20 yds.	12	12 do	18 78
Nictaux Falls and Nictaux South.....	F. H. Smith.....	3½	1	12 do	20 00
Noël and Shubenacadie.....	R. M. Stirling.....	34	1	12 do	122 16
Noël and Walton.....	J. Woodworth.....	14	6	12 do	381 00
North Ainslie and Main Post Road do do do do.....	H. McDonald.....	1	4	3 do (to Sept. 30, '96)	5 00
do do do do.....	C. McDonald.....	1	4	9 do from do	15 00
North East Branch Margaree and Upper Settlement Middle River do do do do.....	J. J. Ross.....	13	2	9 do (to Mar. 31, '97)	78 00
do do do do.....	J. McRae.....	13	2	3 do from do	21 25
North End Lochaber and West Side Lochaber.....	J. A. Stewart.....	5	3	12 do	83 32
North Gut, St. Ann's, and Main Post Road.....	R. McLeod.....	¼	4	12 do	16 00
North Range Corner and Railway Station.....	C. B. McNeill.....	½	12	12 do	68 86
North Range Corner and South Range.....	J. E. Marshall.....	3	2	12 do	40 00
North River Bridge and South Gut, St. Ann's.....	A. G. Morrison.....	14	2	4 do (to Oct. 31, '96).	36 05
North River Bridge and Tarbot.....	A. Morrison.....	3	2	4 do (to Oct. 31, '96)	10 10
North Sydney and Railway Station.....	A. McDougall.....	¾	12	12 do	124 06
North Sydney and Street Letter Box.....	J. Dooley.....	¼	18	12 do	93 90
North Sydney and Sydney Mines.....	N. McAulay.....	2	12	12 do	146 00
North West Arm and Rear Ball's Creek.....	D. R. McKenzie.....	3¾	1	12 do	14 75
Norwood and Railway Station.....	D. A. Saunders.....	100 yds.	6	3 do (to Sept. 30, '96)	12 64
do do do do.....	L. L. Robicheau.....	100 yds.	6	9 do from do	37 44
Nyanza and West Side Middle River.....	A. McLennan.....	4	2	12 do	35 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Oakfield and Railway Station	J. W. Lawrie	4	12	12 months	40 00
Oban and St. Peter's	John Morrison	16	2	12 do	70 00
Odin and Stewiacke Cross Roads	S. Deyarmond	8½	2	12 do	110 00
Old Bridgeport Mines and Main Post Road	F. J. Mitchell	1	6	12 do	60 00
Onslow Station and Railway Station	A. McCurdy	4	12	6 do (to Dec. 31, '96)	30 00
do do	do	4	12	6 do from do	38 00
Orangedale and Railway Station	H. A. Archibald	4	12	12 do	80 00
Outer Island of Port Hood and Port Hood	W. D. Smith	3	3	12 do	40 00
Oxford and Oxford Junction Station	N. S. Thompson	3½	12	12 do	250 00
Oxford and Railway Station	do	1	12	12 do	93 90
Oxford and Rocky	T. McLeod	10	2	12 do	89 00
Oxford Junction and Railway Station	Mrs. F. N. Tarris	160 yds.	12	12 do	30 90
Paradise Lane and Railway Station	H. W. Longley	½	12	12 do	80 00
Paradise Lane and Roxbury	W. Gormley	7	1	12 do	36 00
Parrsboro' and Railway Station	F. McAlcese	12½	12	12 do	156 50
Parrsboro' and Two Islands	T. W. McKay	6½	2	12 do	65 00
Pennant and Sambro	J. E. Tough	3	2	12 do	32 00
Pictou and Pictou Island	J. Currie	12	1	9 do (to Mar. 31, '97)	195 00
do do	C. Patterson	12	1	3 do from do	65 00
Pictou and Pictou Landing	G. J. Christie	14	6	6 do (to Dec. 31, '96)	117 50
do do	J. R. Christie	14	6	6 do from do	98 90
Pictou and Railway Station	W. McDonald	4	as req.	12 do	406 20
Pictou—Charge of P. E. I. Mails	E. McPhail			Season 1896-97	50 00
Pictou and SS. Stanley	P. Carroll			do	47 00
Pictou and West River Station	T. G. Anderson	25½	6	12 months	480 00
Piedmont Valley and Railway Station	J. A. McDonald	½	6	12 do	48 00
Pine Tree and Railway Station	R. Mitchell	14	3	12 do	62 40
Piper Glen and Upper Margaree	J. Stuart	4	2	12 do	25 00
Pirate Harbour and Railway Station	R. Peeples	½	12	12 do	80 00
Pleasant Bay and Pollett's Cove	A. Moore	10	1	12 do	50 00
Pleasant Valley and Railway Station	L. Craig	1½	2	12 do	60 32
Plympton and Railway Station	L. Amero	3	12	12 do	135 00
Point Edward and Sydney	D. Beaton	4½ & 8	1	12 do	40 00
Pomquet Chapel and Railway Station	C. Ducng	2	6	6 do (to Dec. 31, '96)	35 00
Pomquet Chapel and Railway Station	T. Melançon	2	6	6 do from do	27 50
Pomquet Station and Railway Station	P. Benoit	4	6	2 do (from May 1, '97)	3 33
Port Hastings and Point Tupper Railway Station	H. A. Archibald	6½	12 & 6	3 do (to Sept. 30, '96)	82 26
Point Hastings and Point Tupper Railway Station	D. A. McNeil	6½	12	9 do from do	222 76
Port Hastings and Railway Wharf	H. A. Archibald	4	12	9 do and 23 days (from Sept. 1, '96)	127 50
Port Hastings and The Long Stretch	do	4½	1	12 do	40 00
Port Hood and Port Hood Island	J. Smith	1½	2	12 do	52 00
Port Joli and St. Catharines River	L. Robertson	6	1	12 do	60 00
Port Morien and Sydney	J. O'Callaghan	22½ & 4	6	12 do	580 40
Port Mouton and South-West Port Mouton	C. Theriau	4	1	12 do	32 00
Port Mulgrave and Railway Station	R. Trites	1	12	6 do (to Dec. 31, '96)	40 00
do do	T. May	1	12	3 do (to Mar. 31, '97)	12 50
Port Royal and West Arichat	A. McDonald	3	6	12 do	100 00
Port Williams and Port Williams Station	J. L. Bishop	1	6	12 do	62 48
Port Williams and Town Plot	E. Burbidge	6	6	12 do	125 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.	
					%	cts.
Port Williams Station and Railway Station	F. E. Forsyth.	12 yds.	24	12 months		62 60
Port Williams Station and White Rock Mills.	E. B. Bishop.	5	3	12 do		78 00
Preston and Main Post Road	D. Deloughry	$\frac{1}{4}$	6	12 do		70 00
Princeport and Truro	A. Yuill.	8, 23 & 16	6, 2 & 1	12 do		384 00
Princeville and West Bay Road.	R. McDonald.	11 r.t.	3	9 do (to Mar. 31, '97).		90 00
do do	A. J. McLaughlin.	11 r.t.	3	3 do from do		12 00
Pugwash and Pugwash River.	D. H. Fraser.	6	3	12 do		92 00
Pugwash and Railway Station.	M. Chapman.	$\frac{1}{2}$	12	12 do		100 00
Quinan and Tusket.	J. B. Mince.	12	2	12 do		75 00
Rear Black River and West Bay	M. Morrison	4	2	6 do (to Dec. 31, '96)		34 00
do do	J. W. Morrison.	4	2	6 do from do		30 00
River Bourgeoise and River Tear.	M. Boudrot.	3	6	12 do less fine		92 00
Riverdale and Weymouth Bridge.	J. E. Wagoner.	10	1	12 do		49 00
River Dennis and Railway Station.	H. A. Archibald.	$\frac{1}{2}$	12	12 do		90 00
River Hebert and River Hebert Station.	T. A. Lowther.	$\frac{1}{2}$	12	12 do		200 00
River John and Railway Station.	W. Gammon.	1	12	9 do (to Mar. 31, '97).		75 00
do do	do	1	12	3 do from do		9 75
River John and Welsford	A. Cameron	3	3	12 do		24 00
Riverdale and Railway Station.	D. H. Fraser.	$\frac{1}{4}$	12	12 do		44 00
Riverdale and Upper Kemptown.	K. J. McLean.	$\frac{3}{8}$	2	12 do		163 20
Rockingham and South Ohio	J. E. Allen.	20	3	12 do		325 00
Rockingham Station and Railway Station.	W. Davidson	$\frac{1}{2}$	12	12 do		80 00
Roman Valley and St. Andrew's.	P. E. Farrell.	15	3	12 do		166 00
Roseburn and Whyecomagh	J. D. McLean	8	1	12 do		40 00
Round Hill and Railway Station.	J. A. Whitman.	40 yds.	12	12 do		62 60
St. Andrew's and Upper Springfield	W. Duggan.	10	2	12 do		60 00
St. Paul's and Railway Station.	W. McDonald.	$\frac{1}{4}$	12	12 do		60 00
St. Peter's and West Bay	H. McDougall.	28	3	12 do		400 00
Sable River and Swansburg.	W. E. Herkins.	10 $\frac{1}{2}$	3	4 do (to Oct. 31, '96).		66 66
do do	A. Swansburg.	10 $\frac{1}{2}$	3	8 do from do		99 33
Salem and Stanley	H. Logan.	2	2	12 do		40 00
Salt Springs Station and Railway Station.	J. W. Black.	20	12	12 do		25 04
Sanford and Yarmouth	A. Bain	2	2	11 do (to May 31, '97).		96 25
Saulnierville and Railway Station.	M. A. Comeau.	$\frac{1}{4}$	12	12 do		140 85
Saulnierville Station and Railway Station.	B. C. Comeau.	$\frac{1}{4}$	6	12 do		31 30
Scotch Village and Woodville.	S. Cochran.	10 r.t.	1	12 do		45 00
Scotsburn Station and Railway Station.	D. McKay	50 yds.	12	12 do		62 60
Scotsburn Station and Upper Scotsburn.	G. W. Campbell.	4	3	12 do		50 00
Scotsville and Upper Margaree.	H. McKay	3	2	12 do		30 00
Shad Bay and White's.	M. Burke.	2	4	12 do		45 00
Sheffield Mills and Railway Station	W. L. Harris.	$\frac{1}{4}$	12	12 do		60 00
Shelburne and Upper Ohio	E. D. Hogg.	38 r.t.	2	12 do		164 00
Shelburne and Yarmouth.	J. Frost & Sons.	71	as req.	12 do		3,475 00
Sherbrooke and West River Sheet Harbour	J. S. Cameron.	6	3	9 do (to Mar. 31, '97).		562 50
Sherbrooke and West River Sheet Harbour.	A. F. Cameron	6	3	3 do from do		173 25
Short Beach and Yarmouth.	A. Bain.	23 $\frac{1}{2}$ r.t.	2	3 do (from Apr. 1, '97)		10 28
Shubenacadie and Railway Station.	E. McKenzie.	100 yds.	42	12 do		180 00
Shubenacadie and Upper Nine Mile River.	J. W. Densmore.	33 r.t.	1	12 do		100 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Shunacadie and Railway Station...	S. McKinnon...	$\frac{1}{2}$	6	12 months	30 00
Six Mile Road and Wallace Station	A. Benjamin...	3	3	12 do	37 44
Skye Mountain and Whycoconagh	A. G. Nicholson...	6	1	12 do	34 00
Sluice Point and Surette Island	J. Moulaison...	$2\frac{1}{2}$	1	12 do	37 48
Sluice Point and Tusket...	A. J. Lent...	$2\frac{1}{2}$	1	12 do	40 00
Smith's Cove and Railway Station.	E. W. Potter...	$\frac{1}{2}$	12	12 do	78 25
Sober Island and Watt Section Sheet Harbour...	J. Wissell...	6	3	9 do (to Mar. 31, '97)	75 00
Sober Island and Watt Section Sheet Harbour...	E. Harnish...	6	3	3 do from do	18 75
Somerset and Berwick Railway Station...	G. W. Kinsman...	$2\frac{1}{2}$	3	12 do	52 48
Southampton and Railway Station.	G. S. Davison...	$\frac{1}{2}$	12	12 do	70 40
South Branch and Upper Stewiacke	J. J. Anderson...	19	3	12 do	109 00
South Farmington and Railway Station...	T. A. Pearson...	$1\frac{1}{2}$	12	9 do (to Mar. 31, '97)	67 50
South Farmington and Railway Station...	M. T. Pearson...	$\frac{1}{2}$	12	3 do from do	18 75
South Farmington and Torbrook Mines...	G. E. Spurr...	3	3	6 do (to Dec. 31, '96)	45 00
South Farmington and Torbrook Mines	do	3 & 6	2 & 1	6 do from do	51 50
South Gut, St. Ann's and Tarbot	J. W. McLeod...	17	3	8 do (from Nov. 1, '96)	110 66
South Harbour and White Point...	J. McPherson...	9	2	12 do	95 00
South Merland and Tracadie...	T. Delorey...	8	1	12 do	52 00
South Ohio and Railway Station...	W. Crosby...	$\frac{1}{2}$	12	12 do	53 21
South Uniacke and Railway Station	H. Irving...	100 yds.	6	7 do (from Dec. 1, '96)	17 50
South-west Margaree and Upper Margaree...	A. McDonald...	5	2	12 do	41 92
Springfield and Railway Station...	S. P. Grimm...	6	6	12 do	65 00
Spring Hill and Railway Station...	A. Ross...	$\frac{1}{2}$	24	12 do	205 60
Spring Hill and Windham Hill...	F. Schurman...	7	2	12 do	99 48
Spring Hill Junction and Railway Station...	J. A. Dunn...	$\frac{1}{2}$	12	12 do	39 04
Spring Hill Junction and Railway Station Transfers...	J. A. Dunn...	$\frac{1}{2}$	6	12 do	30 00
Springville and Railway Station...	J. Holme...	$\frac{1}{2}$	12	7 do (to Jan. 31, '97)	43 75
do do	H. W. Murdoch...	$\frac{1}{2}$	12	5 do from do	18 06
Stellarton and Railway Station...	J. McDonald...	$\frac{1}{2}$	30	12 do	172 15
Stoddart's and Railway Station...	C. W. Stoddart...	$\frac{1}{2}$	2	12 do	35 00
Strathlorne and Whycoconagh...	J. A. McKinnon...	26	3	12 do	342 00
Street's Ridge and Thomson Station	W. E. Lockhart...	$20\frac{1}{2}$	6	12 do	288 04
Sunnybrae and Railway Station...	T. McDonald...	$\frac{1}{2}$	12	7 do (to Jan. 31, '97)	29 16
do do	D. Fraser...	$\frac{1}{2}$	12	5 do from do	12 50
Sydney and Railway Station	J. McKinnon...	$\frac{1}{2}$	12	12 do and extra trip...	157 25
Tatamagouche and Railway Station	W. B. McLellan	$\frac{1}{2}$	12	12 do	75 00
Tatamagouche and Tatamagouche Mountain	D. Menzie	$18\frac{1}{2}$	3	12 do	175 00
Tatamagouche and The Falls...	J. H. Lombard.	16 r.t.	3	12 do	186 64
Tatamagouche and West New Annan	D. Menzie...	$6\frac{1}{2}$	3	12 do	160 00
Thomson Station and Railway Sta- tion	C. Armour...	$\frac{1}{2}$	12	12 do	56 34
Thomson's Station and Westchester	E. L. Purdy...	13	2	12 do	150 00
Tidnish Bridge and Main Post Road	D. Amos...	1	6	12 do	62 40
Torbrook and Torbrook Mines...	W. Brown...	3	2	12 do	60 00
Torbrook and Tremont...	G. W. Wheelock	$5\frac{1}{2}$	1	12 do	49 48
Tracadie and Railway Station...	P. Delorey...	$\frac{1}{2}$	12	12 do	60 00
Truro and Railway Station and Street Letter Boxes	C. B. Archibald.	$\frac{1}{2}$ & $\frac{1}{2}$	60 & 18	7 do (to Jan. 31, '97)	233 33
Truro and Railway Station and Street Letter Boxes	J. G. Miller...	$\frac{1}{2}$, $\frac{1}{2}$ & 50 yds.	as req.	5 do from do	116 66

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Truro and Upper Brookside.....	G. McKay.....	5	2	11 months (to May 31, '97)	36 66
Truro Railway Station Letter Box and Postal Cars.....	J. G. Miller.....	50 yds.	36	7 do (to Jan. 31, '97)	29 16
Tupperville and Railway Station.....	D. S. Chipman.....	12	12	do	50 00
Tusket Wedge and Yarmouth.....	B. LeBlanc.....	12	6	12 do	200 00
Upper Clement and Railway Station.....	J. F. Williams.....	1/2	12	12 do	50 00
Upper Dyke Village and Railway Station.....	R. Harris.....	3	12	12 do	118 00
Upper Musquodoboit and West River Sheet Harbour.....	J. S. Stewart.....	26	3	12 do	394 00
Upper Newport and Woodville.....	L. Dimock.....	1 1/2	1	12 do	17 48
Valley Station and Railway Station.....	A. Christie.....	600 yds.	12	12 do	62 60
Wallace and Railway Station.....	B. Betts.....	2	12	12 do	180 00
Wallace and Wallace Bridge.....	do.....	2	6	12 do	100 00
Wallace Grant and Wallace Station.....	R. H. Tingly.....	4	3	12 do	49 60
Wallace Station and Railway Station.....	J. F. Allan.....	1/4	6	12 do	30 00
Waterville and Railway Station.....	E. Pineo.....	100 yds.	12	12 do	50 00
Waterville and South Waterville.....	R. D. Pineo.....	11 r.t.	1	12 do	28 00
Waverley and Windsor Junction.....	J. Otto.....	3	6	12 do	130 00
Wentworth Creek and Windsor.....	J. Trider, sen.....	2 1/2	3	12 do	70 00
Wentworth Station and Railway Station.....	A. Barclay.....	135 yds.	12	12 do	60 00
West Branch River John and Scotsburn Station.....	J. Rae.....	14	6	12 do	295 00
Westbrook and Railway Station.....	N. F. Taylor.....	1	12	12 do	120 48
Westbrook Mills and Railway Station.....	M. Roscoe.....	1	12	12 do	100 00
Westchester and Westchester Station.....	S. A. Purdy.....	17 r.t.	2	12 do	116 84
Westchester Station and Railway Station.....	Mrs. M. O'Brien.....	20 yds.	12	9 do (to Mar. 31, '97)	23 50
Westchester Station and Railway Station.....	H. Hunter.....	29 yds.	12	3 do from do ..	7 80
West Merigomishe and Railway Station.....	J. Olding.....	1	6	12 do	40 69
West Newdy Quoddy and Main Post Road.....	M. T. O'Leary.....	1/4	6	12 do	10 00
West River Station and Railway Station.....	E. M. Fraser.....	75 yds.	12	9 do (to Mar. 31, '97)	45 00
West River Station and Railway Station.....	A. Fraser.....	75 yds.	12	3 do from do ..	15 00
Westville and Railway Station.....	J. Johnston.....	1/4	24 & 30	1 do and 16 days (to Aug. 16, '96).	16 84
do do	do.....	1/4	36	10 do and 15 dys. (from Aug. 17, '96).	147 42
Weymouth and Railway Station.....	C. D. Jones.....	1 1/2	12	7 do and 14 days (to Feb. 14, '97).	97 50
do do	do.....	1 1/2	12	4 do and 14 dys. (from Feb. 15, '97).	58 50
Weymouth Bridge and Railway Station.....	G. J. Hoyt.....	1/4	12	12 do	40 00
Whycocomagh and Railway Station.....	H. A. Archibald.....	10	6	12 do	300 00
Wilnot and Railway Station.....	L. H. Elliott.....	1 1/4	12	6 do (to Dec. 31, '96)	47 50
do do	A. D. Munro.....	1 1/4	12	6 do from do ..	40 56
Windsor and Railway Station.....	P. S. Burnham.....	1 1/2	24	12 do	312 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	N ^o . of Trips per Week.	Period.	Amount.
					\$ cts.
Windsor Junction and Railway Station.	P. Hessian.....	$\frac{1}{2}$	36	12 months	80 00
Windsor Junction and Halifax and Annapolis Postal Cars.	do	20 yds.	6	12 do	60 00
Wolfville and Railway Station.	G. V. Rand.....	$\frac{1}{2}$	24	12 do	100 00
Woodbourne and Railway Station.	D. Ballentine...	$1\frac{1}{2}$	2	12 do	50 00
Yarmouth and Railway Station.	A. Bain	$\frac{1}{2}$	12	12 do	149 00
Yarmouth and Street Letter Boxes.	A. J. Howe.....	2	12	6 do (to Dec. 31, '96)..	60 00
do do	Yarmouth Street Railway Co....	2	12	6 do from do ..	62 50
				Total.....	\$140,843 66

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

Post Office Department.

OTTAWA POSTAL DIVISION

DETAIL of all payments for Mail Transportation in Ottawa Postal Division
made within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alexandria and Kirkhill.....	D. N. McMillan	11	6	3 months (to Sept. 30, '96)	62 50
do do.....	J. D. McMillan.	11	6	9 do from do	187 50
Alexandria and McCrimmon.....	L. Lacombe.....	9	6	9 do (to Mar. 31, '97).	180 00
do do.....	M. McLeod.....	9	6	3 do from do	57 25
Alexandria and Railway Station.....	A. J. McDonald.	1	30	12 do	140 85
Alexandria and Green Valley Railway Station.....	A. McMillan.....	4	12	12 do	175 00
Alfred and Montebello.....	O. Larocque.....	11	6	12 do	200 00
Alice and Pembroke.....	H. Tabbert.....	11	1	12 do	50 00
Allumette Island and Pembroke.....	M. J. McGuire..	7	2	12 do	110 00
Almonte and Carleton Place Railway Station.....	W. Lawson.....	8	6	12 do	190 00
Almonte and Clayton.....	E. Blair.....	10	6	12 do	180 00
Almonte and Railway Station.....	D. Shaw.....	4	24	12 do	200 32
Almonte and West Huntley.....	B. Manion.....	12	3	6 do (to Dec. 31, '96).	98 00
do do.....	do	12	3	6 do from do	49 50
Althorpe and Maberly.....	W. J. Morris.....	10 1/2	2	12 do	69 74
Angers and Cousineau.....	W. C. Naubert.....	6	2	12 do	50 00
Angers and Railway Station.....	L. Moncion.....	4	12	12 do	90 00
Annesley and North Onslow.....	P. Killoran.....	4	2	6 do (to Dec. 31, '96).	25 00
do do.....	J. O'Donnell.....	4	2	6 do from do	22 50
Apple Hill and Martintown.....	J. Simpson.....	10 & 5	12	12 do	250 00
Apple Hill and Railway Station.....	D. McCallum.....	4	12	3 do (to Sept. 30, '96).	23 47
do do.....	M. A. Grant.....	4	12	9 do from do	53 80
Appleton and Carleton Place.....	J. Coultice.....	4 1/2	12	12 do	195 00
Archer and Bouck's Hill.....	A. Gallinger.....	9	3	3 do (to Sept. 30, '96).	22 50
do do.....	S. W. Pruner.....	9	3	9 do from do	55 50
Arnprior and Railway Station (C. P.).....	H. Hatton.....	3	24	12 do	313 00
Arnprior, Transfer of Mails, (C. P. Ry. to O. A. & P. S. Ry.).....	J. Dagenais.....	200 yds.	12	6 do 23 days (to Jan. 23, '97)....	35 60
Arnprior and Railway Station (O. A. & P. S.).....	do	1/2	12	12 do	78 25
Arnprior and White Lake.....	P. Doolan.....	31 1/2	6	12 do	500 00
Ashton and Prospect.....	W. Burrows.....	11	3	12 do	235 00
Ashton and Railway Station.....	N. H. Conn.....	2	6	12 do	100 00
Augsburg and Eganville.....	J. Wodtke.....	5	3	9 do from Oct. 1, '96..	52 50
Aultsville and Bush Glen.....	H. E. Bush.....	9	2	12 do	100 00
Aultsville and East Williamburg.....	W. Casselman.....	3	6	12 do	75 00
Avonmore and Railway Station.....	S. E. Shaver.....	1/2	12	12 do	100 00
Aylmer and Hull.....	Hull Electric Co	7	36	11 do 2 days (to May 31, '97)	553 28
do do.....	do	7	as req.	1 do (to June 30, '97).	40 00
Aylmer and Railway Station.....	L. Holt.....	1/2	24	12 do	208 66
Aylwin and Railway Station.....	B. N. Reid.....	2	6	12 do	125 00
Baie des Pères and Lake Temiscamingue.....	J. Mann.....	3	1	12 do	20 00
do do.....	do	4	1	Part of seasons 1896 and 1897.....	12 00
Bainsville and Curry Hill.....	J. A. Curry.....	3	3	12 months.....	75 00
Bainsville and Railway Station.....	D. D. McCuaig..	8	12	12 do	60 00
Balderson and Preston Vale.....	W. McFarlane.....	5	3	12 do	70 00
Balvenie and Strains' Corners.....	J. Holly.....	1	4	12 do	38 34

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bark Lake and Barry's Bay.	J. Billings	7	3	12 months	150 00
Barry's Bay and Railway Station (O. A. & P. S.)	W. Martin	300 yds.	12	12 do	62 60
Barryvale and Calabogie Railway Station	P. Barry	150 yds.	6	12 do	35 00
Basin Depot and Eganville	R. Reeves	49	2	9 do (to Mar. 31, '97).	393 75
Basin Depot and Killaloe Station	S. Pilatzke	38	2	3 do from Apr. 1, '97.	62 25
Bassin du Lièvre and Railway Station do do	L. Chenier	$\frac{1}{2}$ & $\frac{1}{4}$	6 & 12	9 do (to Mar. 31, '97).	71 25
	J. Lafamme	$\frac{1}{2}$ & $\frac{1}{4}$	6 & 12	3 do from do	12 50
Bearbrook and Canaan	C. Armstrong	19	3	12 do	170 00
Bearbrook and Railway Crossing	do	3	6	12 do	105 00
Bearbrook and Sarsfield	S. Daoust	10	3	12 do	140 00
Beckstead and Dumbart	J. J. Colquhoun	13	3	12 do	116 00
Beechgrove and Quyon	W. J. Inglee	4	3	12 do	90 00
Bell Mount and Otter Lake	G. Palmer	6	3	12 do	87 08
Berwick and Glenpayne	J. D. McInnes	3 $\frac{1}{2}$	1	10 do from Sept. 1, '96.	43 33
BillERICA and Railway Station	E. A. Pritchard	16	12	12 do	35 00
Bishop's Mills and Prescott	C. W. Knapp	16	6	12 do	510 00
Bisset Creek and Railway Station	R. Marshall	20 yds.	12	12 do	25 04
Blackburn and Orleans	R. Dagg	3	2	12 do	55 00
Black Donald and Mount St. Patrick	J. Moore	10	1	11 do from Aug. 1, '96.	55 00
Blakeney and Snedden's Railway Station	J. Mantil	$\frac{1}{2}$	6	12 do	78 25
Boileau and Glen Bordon	E. Clarke	6	2	9 do (to Mar. 31, '97).	60 00
do do	J. C. Byrne	6	2	3 do from do	11 25
Boileau and Vernet	G. Poulter	3	1s&2w	12 do	30 00
Bois Franc and Kippewa	P. Kelly	33 s & 20 w.	1	3 do (from April 1, '97)	50 00
	C. Rankin	40	1	3 do (to Sept. 30, '96).	100 00
Bois Franc and Sunnyside	P. Kelly	20	1	6 do (to Mar. 31, '97).	100 00
Bonfield and Chiswick	J. Tremblay	10	1	12 do	60 00
Bonfield and Railway Station	M. Cahill	1	12	12 do	150 00
Borromée and Orleans	T. Vachon	4	1	12 do	35 00
Bouck's Hill and Froatsburn	W. Lapointe	4	2	12 do	40 00
Bowesville and Railway Station	H. Graham	2	3	12 do	70 00
Breside and Railway Station	J. Gillies	$\frac{1}{8}$	12	12 do	50 00
Bray's Crossing and Railway Cross- ing	P. Kelly	20 yds.	2	3 do (to Sept. 30, '96).	3 00
Bray's Crossing and Railway Cross- ing	E. Kelly	20 yds.	2	9 do from do	12 00
Breadalbane and Vankleek Hill	C. Campbell	5	3	12 do	75 00
Bristol and Glengyle	G. Morrison	10	6	6 do (to Dec. 31, '96).	100 00
Bristol and Maryland	J. Duff	6	6	6 do from do	74 00
Bristol Mines and Elmside	R. Campbell	3	3	12 do	75 00
Bristol Ridge and Caldwell	S. A. W. Horner	2 $\frac{3}{4}$	3	12 do	20 00
Britannia Bay and Railway Station	B. McAmmond	30 yds.	12	12 do	10 00
Brockville and Morristown, U.S.	W. P. Wells	2	6	12 do	150 00
Brockville and Railway Station (C.P.)	W. Curry	1	12	7 do (to Jan. 31, '97).	82 80
do do	W. J. Clow	1	26	5 do from do	60 00
Brockville and Railway Station	P. G. Cavanagh	1	7	7 do (to Jan. 31, '97).	53 75
Brockville—Railway Transfers (C. P. & G. T.)	do	20 yds.	as req.	12 do	406 00
Brockville and Street Letter Boxes	J. McKenny	3 $\frac{3}{4}$	as req.	12 do	150 00
Brodie and Glen Robertson	W. Sabourin	5	6	12 do	190 00
Brooke and Wemyss	B. McKeracher	3	2	12 do	70 00
Brudenell and Castile	E. Bennett	9	1	9 do (to Mar. 31, '97).	60 00
do do	do	9	1	3 do from do	13 00
Brudenell and Emmett	M. J. O'Grady	13 $\frac{1}{2}$	2	11 do (to May 31, '97).	119 17
Brudenell and Foymount	P. Gibbons	4	3	1 do (from June 1, '97)	4 08
Bryson and Portage du Fort	J. Brownlee	8	6	9 do (to Mar. 31, '97).	150 00
do do	G. C. Turpain	8	6	3 dc from do	37 38
Bryson and Clark's Railway Station	J. Brownlee	5	12	9 do (to Mar. 31, '97).	146 25
do do	do	5	12	3 do from do	24 75
Buchanan and Chalk River	J. I. Walker	10	1	12 do	80 00

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DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Buckingham and High Rock.	C. W. Pearson.	23½	6 s. & 3 w.	24 days (to July 24, '96)..	39 13
Buckingham and Notre Dame de la Salette	do	18	6 s. & 3 w.	11 months and 7 days (from July 24, '96)	438 94
Buckingham and Railway Station.	do	3	12	12 months.	200 00
do do do	do	3	12	12 do	75 00
Burnstown and Springtown.	A. Wilson	5	3	12 do	80 00
Burritt's Rapids and North Montague	H. Thompson.	7	1	12 do	52 00
Calabogie and High Falls.	J. Dillon.	7	1	12 do	60 00
Calabogie and Ireland.	C. Naughton.	5	2	11 do (from Aug. 1, '97)	45 83
Calabogie and Madawaska Railway Station	D. Dillon	¼	12	12 do	98 00
Caldwell and Glengyle.	R. Horner.	1	6	12 do	50 00
Caldwell and Wierstead.	do	3	3	12 do	35 00
Caldwell's Mills and Railway Station	M. McDonald	¾	12	12 do	60 00
Caledonia Springs and L'Original.	I. Lalonde.	9	3	12 do	156 00
do do do	do	9	3	Part of seasons of 1896 and 1897	63 00
Calumet Island and Campbell's Bay.	J. E. Cahill	1½	12	12 months.	93 33
Calumet Island and Dunraven.	J. O'Hare	5	3	12 do	59 00
Calvin and Mattawa	A. Sparks.	7¾	3	12 do	90 00
Camelot and North Bay.	R. E. Jessup.	4½	1	7 do and 20 days (to Feb. 20, '97).	28 87
do do do	D. Delaney.	4½	1	4 do and 8 days (from Feb. 21, '97).	16 13
Campbell's Bay and Railway Station.	P. McNally.	40 yds.	12	12 do	25 00
Canmore and Chesterville.	S. Bogart.	11	6	2 do (to June 30, '97).	25 00
Cantley and Kirk's Ferry.	M. Reid	3	6	12 do	160 00
Cantley and Lucerne.	R. Blackburn.	19	2	12 do	250 00
Cantley and Wilson's Corners	C. Wilson	5	1	Compensation for cancellation of contract.	5 33
Cardinal and Hyndman.	J. Hyndman.	15¼	3	6 months (to Dec. 31, '96)	145 00
do do do	W. D. Grant.	13½	3	6 do from do	87 50
Cardinal and Railway Station.	T. I. Dillon.	1	21	12 do	150 54
Carleton Place and Railway Station.	P. P. Salter.	¾	48	6 do (to Dec. 31, '96).	126 40
do do do	H. Clarke.	¾	48	6 do from do	99 20
Carleton Place and Scotch Corners.	D. Sinclair.	7	2	12 do	78 00
Carp and Elm	W. Falls.	3	3	12 do	66 75
Carp and Huntley	W. H. Bleeks.	4½	6	12 do	124 00
Carp and Railway Station.	do	¼	12	12 do	75 12
Carsonby and North Gower.	B. Eastman.	3½	3	12 do	67 50
Carswell and Goshen Railway Station.	F. Saunders	500 yds.	3	12 do	50 00
Cascades and Railway Station.	T. M. Reid.	¼	12	12 do	60 00
Cashion's Glen and Cornwall.	J. J. Cashion.	15	6	12 do	450 00
Casselman and Crvsler	B. Coriar	11	6	12 do	294 00
Casselman and Railway Station	A. Lalonde.	¾	12	12 do	40 00
Castleford and Castleford Station.	M. J. Humphries	2¼	6	12 do	200 00
Castleford Station and Railway Station	J. B. Dickson.	200 yds.	12	12 do	60 00
Cawood and Danford Lake.	S. Knox	11	1	12 do	45 00
Cedar Hill and Pakenham.	S. Connery.	5½	3	12 do	105 00
Chalk River and Railway Station.	T. Field	2½	12	12 do	200 32
Chapeau and Waltham.	J. G. Poupore.	8	6	12 do	300 00
Chard and Pendleton.	W. J. Brown.	4	2	12 do	60 00
Charteris and North Clarendon.	J. Ralph.	3	6	12 do	75 00
Chelsea and Old Chelsea.	S. Edmonds	1¼	6	9 do (to Mar. 31, '97).	45 00
do do do	J. Sweeney.	1¼	6	3 do from do	12 50
Chelsea and Railway Station.	H. B. Prentiss.	¾	12	12 do and spec'l service	55 27

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Chêneville and Duhamel.....	A. Tremblay.....	13	2	12 months.....	125 00
Chêneville and Papineauville Rail- way Station.....	H. N. Raby.....	23	6	9 do (to Mar. 31, '97)..	172 50
Chêneville and St. André Avelin....	P. Hay.....	13	6	3 do (from Apr. 1, '97)	50 00
Chêneville and St. Emile de Suffolk	J. Binda.....	13	3	12 do.....	200 00
Chêneville and St. Rémi d'Amherst	do.....	25	3	12 do.....	375 00
Chesterville and Crysler.....	J. McMahon.....	12	6	12 do.....	263 00
Chesterville and Morewood.....	S. Bogart.....	8	6	10 do (to Apr. 30, '97)..	115 00
Chesterville and Morrisburg.....	J. S. Marselis.....	18½	6	9 do (to Mar. 31, '97)..	412 50
do do.....	W. Hutt.....	18½	6	3 do from do.....	97 50
Chesterville and Railway Station.....	J. G. Gillespie.....	1	12	12 do.....	75 00
do do.....	do.....	1	12	12 do (night service)...	75 00
Christy's Lake and Elliott.....	I. G. Palmer.....	3½	2	12 do.....	50 00
Clarence and Clarence Creek.....	M. Laviolette.....	5	6	12 do.....	130 00
Clarence and Thurso Railway Sta- tion.....	W. H. Dwyer.....	3	12	12 do.....	199 00
Clarence Creek and The Lake.....	N. Ouellette.....	5	2	12 do.....	70 00
Clayton and Halpenny.....	I. Halpenny.....	5	1	12 do.....	35 00
Clayton and Rosetta.....	G. McFarlane.....	7½	2	12 do.....	125 00
Clayton and Tatlock.....	P. Guthrie.....	14	3	12 do.....	168 00
Clint and Nipissing Junction.....	B. Pilon.....	6	1	9 do (to Mar. 31, '97)..	18 75
Clontarf and Foymount.....	F. Kruger.....	10	3	12 do.....	187 50
Cobden and Osceola.....	J. Ross.....	4 & 22	3	6 do (to Dec. 31, '96)..	175 00
do do.....	do.....	4 & 22	3	6 do from do.....	87 00
Cobden and Railway Station.....	do.....	1	24	12 do.....	168 50
Cobden and Westmeath.....	T. Cecile.....	20	6	12 do.....	800 00
Collifield and Railway Station.....	M. Hughes.....	1	6	12 do.....	50 00
Combermere and Eganville.....	P. Furlong.....	35	6	11 do (to May 31, '97)..	1,283 33
Combermere and Killaloe Station.....	J. McFarhan.....	24½	6	1 do (from June 1, '97)	41 50
Cornwall and Railway Station.....	W. Madden.....	1	1	12 do.....	20 00
Cornwall and St. Andrews, West....	J. W. Crawford.....	7	3	12 do.....	150 00
Cornwall and Street Letter Boxes.....	L. A. Ross.....	2½	12	7 do (to Jan. 31, '97)..	165 60
do do.....	A. Stafford.....	1¾	12	7 do (to Jan. 31, '97)..	165 60
do do.....	D. J. McDonald.....	4	12	5 do from do.....	60 00
Cornwall and Warina.....	D. J. Rivier.....	18	3	12 do.....	300 00
Cornwall Centre and Mille Roches.....	P. Tyo.....	2½	3	12 do.....	68 00
Crysler and Wales.....	J. B. Coriar.....	23	6	12 do.....	530 00
Culton and Douglas.....	P. Cull.....	1	1	12 do.....	30 00
Cumberland and Railway Station.....	N. Foubert.....	2½	12	3 do 8 days (to Oct. 8, '96)..	44 84
do do.....	G. Dunning.....	2½	12	8 do 23 days from do.....	113 60
Cushing and Little Rideau.....	J. Little, jr.....	4½	6	12 do.....	140 00
Cyrville and Ottawa.....	M. Dessert.....	3	6	12 do.....	100 00
Dacre and Esmonde.....	P. Curry.....	6	2	12 do.....	60 00
Dacre and Griffith.....	M. Ryan.....	20	2	1 do (to July 31, '96)..	16 66
do do.....	T. Joyce.....	20	2	11 do from do.....	183 34
Dacre and Caldwell Railway Station	M. Ryan.....	9	2	11 do (from Aug. 1, '96)	91 66
Dacre and Renfrew.....	D. Brownlee.....	22	3	12 do.....	280 00
Dalkeith and Railway Station.....	A. McLeod.....	1	12	12 do.....	46 95
Danford Lake and Kazubazua.....	H. Heeney.....	9	6	6 do (to Dec. 31, '96)..	100 00
Danford Lake and Kazubazua Rail- way Station.....	do.....	5	6	6 do from Jan. 1, '97..	67 50
Daniston, Orleans and Ottawa.....	L. Proulx.....	3 & 10	3 & 6	12 do.....	275 00
Darceville and Stanleyville.....	R. T. Noonan.....	6	1	9 do (to Mar. 31, '97)..	30 00
do do.....	P. C. McParland.....	6	1	3 do from do.....	10 00
Davis Mills and Pembroke.....	R. Davis.....	8	1	12 do.....	50 00
Deschênes Mills and Railway Sta- tion.....	S. S. Osgoode.....	1	12	12 do.....	90 00
Deux Rivières and Halfway.....	T. Richardson.....	14	3 W. & 1 S.	12 do.....	195 00
Deux Rivières and Railway Station	T. Legge.....	1	12	12 do.....	131 46
Diamond and Kinburn.....	J. A. Stevenson.....	3½	3	12 do.....	95 00
Dixon's Corners and Dundela.....	J. E. Tuttle.....	4	3	12 do.....	75 00

Post Office Department.

DETAILS of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Douglas and Grattan	M. B. McFarlane	7	2	1 month (to July 31, '96)	7 25
Douglas and Railway Station (C.P.)	J. Biledo	12	6	do (to Dec. 31, '96)	50 00
do do (O.A. & P.S.)	J. Keene	13	9	do (to Mar. 31, '97)	89 30
do do do	M. Breen	13	3	do from do	29 64
Doyle and Sheenboro	M. Doyle	12	1	12 do	59 50
Duclos and East Aldfield	C. V. Casault	6	1	Arrears (from Jan. 1 to Feb. 26, '96)	5 48
do do	C. Diotte	6	1	7 months (from Dec. 1, '96)	20 42
Duclos and Wakefield	E. Johnstone	15	6	12 do	250 00
Dunmore and Ralph	W. T. Mason	60	1	12 do	300 00
Dunbar and Grantley	W. L. Hart	5	3	12 do	70 00
Dunrobin and South March Railway Station	W. Gow	27 r. t.	6	9 do (to Mar. 31, '97)	242 25
Dunrobin and South March Railway Station	do	21 r. t.	6	3 do from do	62 81
Dyer and Moose Creek	R. McLennan	3	3	12 do	50 00
Eardley and Railway Station	A. Cochran	3	6	12 do	96 00
Eardley and Muldoon	J. J. Muldoon	3	3	1 do (from June 1, '97)	4 33
Eastman's Springs and Piperville	J. Preston	4	2	12 do	46 60
Eastman's Springs and Railway Station	X. Brousseau	1	12	12 do	55 00
Easton's Corners and Wolford Centre	W. H. Gardner	5	2	12 do	85 00
East Templeton and Railway Station	D. W. McLaurin	1	12	12 do	130 00
Eauclaire and Railway Station	W. Mackey	1	12	12 do	100 00
Egan Estate and Railway Station	W. C. McKay	1	6	12 do	50 00
Eganville and Germanicus	A. Sack	7	2	3 do (from Apr. 1, '97)	12 00
Eganville and Golden Lake	S. Sunstrum, sen.	15	2	9 do (to Mar. 31, '97)	135 00
Eganville and Killaloe	M. Roche	20	3	3 do (to Sept. 30, '96)	43 75
Eganville and Pembroke	C. King	30	3	12 do	245 17
Eganville and Perreault	M. Power	6	1	12 do	50 00
Eganville and Railway Station (C.P.)	J. C. Pilatzke	1	6	6 do (to Dec. 31, '96)	62 60
do do (C.P.)	B. Hartney	1	6	6 do from do	29 25
do do (O.A. & P.S.)	J. Bulger	1	12	12 do	50 08
Elliott and Manion	J. DeWitt	7	2	12 do	50 00
Elmside and Railway Station	R. Campbell	3	6	12 do	125 00
Emmett and Killaloe	G. Kuehl	4	2	1 do (from June 1, '97)	3 83
Fairfield East and Railway Station	S. E. John's	1	3	12 do	35 00
Farran's Point, Osnabruk Centre and Railway Station	G. Kerr	6 & 1/2	6 & 12	9 do (to Mar. 31, '97)	235 00
Farran's Point, Osnabruk Centre and Railway Station	do	6 & 1/2	6 & 12	3 do from do	45 00
Farrellton and Railway Station	W. Farrell	1	12	12 do	20 00
Farrellton and Stagsburn	A. McDonald	6	1	12 do	40 00
Felton and Russell	C. York	4	2	12 do	50 00
Ferguson's Falls and Perth	J. Morris	18	6	12 do	456 04
Fieldville and Venosta	P. Mahony	5	2	2 do and 14 days (from April 17, '97)	7 21
Fitzroy Harbour and Galetta	H. Kedey	4	12	7 do (to Jan. 31, '97)	172 67
do do	do	4	12	5 do from do	67 92
Fitzroy Harbour and Woodlawn	H. Weatherden	8	6	12 do	161 00
Flower Station and Railway Station	S. M. Lyon	1	12	12 do	21 25
Fort Coulonge and Gower Point	D. T. Gervais	4	3	4 do (to Mar. 31, '97)	30 00
do do	G. Morrisette	4	3	3 do from do	15 00
Fort Coulonge and Railway Station	A. H. Leggo	1	6	10 do (to April 30, '97)	58 33
do do	D. T. Gervais	1	12	2 do from do	6 67
Fort William and Pembroke	P. Desjardins	22	6	12 do	456 00
Fort William and Wharf	J. McCool	140 yds.	12	Part of season 1896 and 1897	10 00
Fournier and Routhier	J. H. Blaney	8	6	12 months	149 00
Foymount and Lake Clear	P. Gibbons	4	3	1 do (from June 1, '97)	4 08
Franktown and Railway Station	J. Edwards	1	12	12 do	150 00

**DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Galbraith and Middleville.....	J. Scouler.....	7	2	12 months.....	\$ 49 00
Galetta and Railway Station (O.A. & P.S.).....	G. C. Whyte.....	4	12	12 do.....	59 47
Glengyle and Railway Station.....	G. Morrison.....	50 yds.	12	12 do.....	20 00
Glenmore and Maitland.....	E. Coville.....	9	3	12 do.....	145 00
Glen Robertson and North Lancaster.....	D. McDonald.....	25 r. t.	6	12 do.....	295 00
Glen Robertson and Railway Station.....	S. R. McLeod.....	1/2	24	12 do.....	91 00
Glen Robertson and Ste. Anne de Prescott.....	N. Gravel.....	7	6	12 do.....	198 00
Glen Smail and Spencerville.....	E. Ellis, jun.....	3	2	12 do.....	45 00
Golden Lake and Railway Station.....	E. Zadow.....	1	12	3 do (from Apr. 1, '97)	17 50
Golden Lake and Ruby.....	do.....	6 1/2	3	3 do (from Apr. 1, '97)	25 00
Goldfield and South Finch.....	M. McLean.....	2 1/2	3	6 do (to Dec. 31, '96)	32 50
do do.....	A. McLean.....	2 1/2	3	6 do from do	32 50
Goodstown and Richmond.....	T. H. Mills.....	3	2	12 do.....	40 00
Gower Point and Westmeath.....	H. M. Carswell.....	9	6	9 do (to Mar. 31, '97)	104 63
do do.....	D. Ringrose.....	9	3	3 do from do	21 45
Gracefield and Railway Station.....	P. Grace.....	600 yds.	6	12 do.....	20 00
Great Desert and Lake Talon.....	P. Boissonnault.....	5	1	12 do.....	60 00
Greenfield and Railway Station.....	J. J. Cameron.....	1	24	12 do.....	125 00
Green Valley and Railway Station.....	D. A. McDougald.....	1/2	12	12 do.....	50 00
Green Valley and St. Raphael West Greer Mount and Upper Thorne Centre.....	J. Lagrue.....	7 1/2	6	12 do.....	189 00
Griffith and Metawatchan.....	F. Maxwell.....	6	3	12 do.....	75 00
Groveton and Spencerville.....	A. McFayden.....	12	2	12 do.....	130 00
	J. McAuley.....	3	2	12 do.....	48 00
Haileybury and Lake Temiscamingue.....	C. C. Farr.....	14	1	12 do.....	80 00
Haileybury and Liskeard.....	W. R. West.....	4	1	12 do.....	25 00
Halverson and Martin's Lake.....	M. J. Martin.....	5	1	12 do.....	40 00
Halverson and Masham Mills.....	J. Moore.....	12	2	4 do 19 days (to Nov. 19, '96)	42 09
do do.....	do.....	10	2	7 do 11 days (from Nov. 20, '96)	55 84
Hammond and The Brook.....	W. F. Empey.....	5	6	5 do (to Nov. 30, '96)	25 00
do do.....	C. B. Marquardt.....	6	1	12 do.....	40 00
Harvey and Glasgow Railway Station.....	E. Hutson.....	50 yds.	6	12 do.....	31 30
Hawkesbury and Calumet Railway Station.....	W. Lawlor.....	5	6	7 do (to Jan. 31, '97)	276 00
Hawkesbury and L'Original.....	T. W. Lee.....	6	12	12 do.....	313 00
Hawkesbury and Railway Station.....	B. McManus.....	1/2	24	12 do.....	125 20
Hazeldean and Stittsville.....	J. A. Cummings.....	3 1/2	6	12 do.....	150 00
Henry and L'Original.....	S. Buchan.....	4 1/2	3	12 do.....	76 00
Heyworth and Railway Station.....	M. McVeigh.....	2	6	12 do.....	80 00
High Rock and Notre Dame du Laus.....	P. Filiatrault.....	31 1/2	3	24 days (to July 24, '96)	26 08
High Rock and Poltimore.....	J. Robinson.....	6	3 s. & 2 w.	24 do do ..	4 57
Holland's Mills and Chalifoue Point.....	W. Brown.....	4 1/2	3	12 months.....	52 00
Hopefield and Wilno.....	A. Prince.....	5	3	12 do.....	100 00
Hopetown and Lanark.....	T. Stewart.....	7	3	12 do.....	74 00
Hopetown and White.....	R. Jordan.....	12	1	12 do.....	55 00
Huberdeau and Rockaway Valley.....	C. Sinclair.....	4	3	12 do.....	60 00
Hull, Ottawa and Railway Station.....	H. Dupuis.....	1 & 2	48	7 do 2 days (to Jan. 31, '97)	600 60
do do.....	M. Potvin.....	1 & 2	24 & 54	5 do from do	166 67
Hull and Simmons.....	B. A. Simmons.....	8	1	11 do 21 dys. (from July 11, '96)	29 18
Hull and Street Letter Boxes.....	H. Dupuis.....	3 1/2	12	12 do.....	105 48
Hull Electric Car Junction and Hull Railway Station.....	do.....	1	.....	Special service.....	11 07
Hunter's Point and Sunnyside.....	P. Kelly.....	11	1	12 months.....	110 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	istance in Miles.	No. of Trips per week.	Period.	Amount.
Inkerman and Suffel's Crossing	A. J. Corrigan	2	12	9 months (to Mar. 31, '97)	75 00
do do	J. C. Davidson	2	12	3 do from do	23 50
Inlet and Thurso	M. French	20½	3	12 do	250 00
Irena and Rowena	J. Mullin	3	3	12 do	68 00
Ironside and Railway Station	A. Murphy	½	12	12 do	40 00
Iroquois and Pleasant Valley	G. Coons	14	3	12 do	149 00
Iroquois and South Mountain	G. Cooper	15	6	12 do	274 00
Jarnac and St. Sixte	U. Martin	6	1	12 do	50 00
Jockvale and Ottawa	J. Clothier	15	3	12 do	220 92
Johnston's Corners and South Gloucester	P. Stackpole	2	6	12 do	60 00
Joynt and North Wakefield	R. Joynt	12½	3 w. & 6 s.	7 do (to Jan. 31, '97)	248 65
do do	do	12½	3	5 do from do	75 00
Joynt and South Branch	M. Sullivan	2½	3	9 do (to Mar. 31, '97)	30 00
Kazubazua and Lake St. Mary	B. Emond	5	2	12 do	100 00
Kuzubazua and Railway Station	L. Noel	3	6	12 do	100 00
Kemptville and Merrickville	C. W. Putnam	19½	6	12 do	572 92
Kemptville and Millar's Corners	M. Tonkins	11	3	11 do (to May 31, '97)	158 58
do do	J. Bennett	11	3	1 do from do	12 50
Kemptville and North Rideau	A. W. Powell	5½	2	12 do	80 00
Kemptville and Kemptville Junction	L. J. & C. H. Banks	2	12	5 do (from Feb. 1, '97)	52 16
Kemptville and Railway Station	W. Dickinson	1	18	12 do	272 31
Killaloe and Killaloe Station	M. Holly	1½	6	8 do (to May 31, '97)	50 00
Killaloe and Ruby	E. Jordan	7	3	6 do (to Mar. 31, '97)	50 00
Killaloe Station and Railway Station	M. Holly	100 yds.	12	12 do	62 60
Kilmarnock and Smith's Falls	W. H. Hunter	7	2	12 do	97 00
Kinburn and Limestone	B. Styles	4	2	12 do	45 00
Kinburn and Railway Station	E. D. Osborne	½	12	12 do	62 60
Kingsmere and Chelsea Railway Station	W. P. Murphy	4	6	Part of seasons 1896 and 1897	50 00
Kirk's Ferry and Railway Station	W. Reid	½	12	12 months	30 00
Klock's Mills and Railway Station	J. A. Bell	½	12	12 do	53 21
Labelle and L'Annonciation	P. Gauthier	15	2	12 do	104 00
Labelle and Minerve	J. Biganese	14½	1	12 do	100 00
Labelle and Railway Station	P. E. Forget	15 acres.	12	12 do	150 00
La Conception and Railway Station	F. Lacroix	5½	3	12 do	54 00
Lac Rond and St. Emile de Suffolk	M. Corbeil	4	1	12 do	40 00
Lake Talon and Ruther Glen Railway Station	F. McDonald	100 yds.	6	12 do	60 00
Lake Temiscamingue and Mattawa	P. Kelly	139s. 143w.	1	12 do	1,250 00
Lake Temiscamingue and North Temiscamingue	A. McBride	22	1	12 do	200 00
Lalonde and Plantagenet	W. A. McKay	5	1	12 do	40 00
Lammermoor and Poland	W. R. Gibson	4	2	12 do	45 00
Lanark and Middleville	J. H. Rodger	7	6	12 do	157 00
Lanark and Perth	R. Hogan	12	6	12 do	64 00
Lanark and Watson's Corners	G. Fair	7	6	12 do	200 00
Lancaster and Martintown	J. Ross	12	6	12 do	360 00
Lancaster and South Lancaster	W. Gillespie	1	12	12 do	125 00
L'Annonciation and Nomingue	D. Morand, Jr.	12	2	12 do	130 00
Lavant Station and Poland	M. W. Paul	10	6	12 do	300 00
Lemieux and South Casselman	H. Bradley	6½	3	3 do (to Sept. 30, '96)	25 00
do do	J. Leroux	6½	3	9 do from do	71 25
Levesqueville and Wisawasa	C. Robert	6	1	12 do	52 00
Lime Bank and Manotick Station	H. L. Johnston	3½	3	12 do	80 00

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Loch Garry, Maxville and Railway Station	A. J. Kennedy	11 & $\frac{1}{4}$	6	3 months (to Sept. 30, '96)	123 50
do do	J. B. Bonneville	11 & $\frac{1}{4}$	6	9 do from do	187 50
Loch Winnock and Castledford Railway Station	R. J. Storie	3 $\frac{1}{2}$	3	12 do	90 00
L'Original and Calumet Station	J. Lee	3	6	12 do	469 50
Low and North Low	J. Gannon	4	3	12 do	65 00
Low and Railway Station	W. Brooks	1 $\frac{1}{2}$	12	12 do	160 00
Luskville and Railway Station	E. Desbiens	2	6	12 do	65 00
McDonald's Corners and McLaren's Depot	S. Burns	11	6	3 do (to Sept. 30, '96)	51 00
do do	W. A. Garrow	11	6	9 do from do	156 75
McMillan's Corners and Strathmore	D. McIntosh	4 $\frac{1}{2}$	3	12 do	56 66
Maberly and Railway Station	J. Millikan	13 $\frac{1}{2}$	6	12 do	70 00
Mackey's Station and Railway Station	J. Dunlop	$\frac{1}{2}$	12	12 do	52 60
Malakoff and North Gower	J. B. Hill	4	3	12 do	64 00
Maniwaki and Gracefield Railway Station	W. Brooks	31	6	7 do (to Jan. 31, '97)	1,265 83
do do	do	31	6	5 do from do	372 91
Maniwaki and Montcerf	P. Paradis	15	1	12 do	100 00
Maniwaki and River Joseph	T. White	8	1	5 do 17 days (to Dec. 17, '96)	24 95
do do	do	8	1	6 do 14 days from do	36 32
Maniwaki and St. Boniface	T. L'Heureux	7	1	7 do (to Jan. 31, '97)	32 09
Manotick and Railway Station	B. McCarnan	3 $\frac{1}{2}$	6	12 do	125 20
Maryland and Railway Station	M. J. Bell	40 ft.	6	3 do (to Sept. 30, '96)	2 50
do do	S. Smith Jr.	40 ft.	12	9 do from do	12 50
Mattawa and Railway Station	E. J. Smith	1	18	12 do	300 48
Mattawa and Sunnyside	P. Kelly	57 s 52 w	1	12 do	300 00
Maxville and Railway Station	D. A. McArthur	$\frac{1}{2}$	18	12 do	75 00
Maxville and Riceville	J. B. Baker	17 $\frac{1}{2}$	6	12 do	445 00
Merrickville and Irish Creek Railway Station	C. W. Putman	9	6	3 do (to Sept. 30, '96)	89 56
do do	T. Burchill	9	6	9 do from do	199 50
Merrickville and Newnamville	N. Buck	5 $\frac{1}{2}$	1	3 do (to Sept. 30, '96)	12 50
do do	G. E. Johnston	5 $\frac{1}{2}$	1	9 do from do	36 00
Merrickville and Railway Station	W. M. Ross	$\frac{1}{2}$	12	12 do	85 00
do do	do	$\frac{1}{2}$	12	12 do (night service)	85 00
Metcalfe and North Osgoode	H. H. Beamish	3	3	12 do	73 75
Metcalfe and Ottawa	T. Ross	21	6	12 do	645 00
Monckland Station and Railway Station	A. B. McDonald	$\frac{1}{2}$	12	12 do	60 00
Montebello and Railway Station	F. X. Major	$\frac{1}{2}$	12	9 do 20 days (to April 20, '97)	40 25
do do	F. F. Aubry	$\frac{1}{2}$	12	2 do 10 days from do	9 75
Montbello and St. Amédée	E. McCluskey	6	2	12 do	80 00
Montpellier and Ripon	J. B. Bissonnette	7	1	12 do	60 00
Moose Creek and Moulinette	S. Flanagan	20 $\frac{1}{2}$	6	7 do (to Jan. 31, '97)	291 60
do do	A. A. McRae	20 $\frac{1}{2}$	6	5 do from do	143 34
Moose Creek and Railway Station	T. Dorey	$\frac{1}{2}$	24	6 do (to Dec. 31, '96)	50 00
do do	do	$\frac{1}{2}$	24	6 do from do	37 50
Moose Creek and Sandringham	J. Labrosse	4 $\frac{1}{2}$	6	9 do (to Mar. 31, '97)	110 45
do do	L. Brunet	4 $\frac{1}{2}$	6	3 do from do	23 79
Morehead and Railway Station	W. Clarke	$\frac{1}{2}$	6	12 do	9 17
Morewood and South Indian Railway Station	J. Cochrane	20	6	10 do (to Apr. 30, '97)	390 00
Morrisburg and Waddington, U.S.	W. J. Murphy	3	6	12 do	75 00
Morrisburg and Winchester	S. Hutt	17	6	9 do (to Mar. 31, '97)	375 00
do do	J. E. Feader	17	6	3 do from do	77 50
Moulinette and Milleroches Station	S. Forsythe	1	12	12 do	140 00
Mountain and Railway Station	R. Shaver	$\frac{1}{2}$	12	6 do (to Dec. 31, '96)	15 65
do do	S. W. Van Allen	$\frac{1}{2}$	12	6 do from do	25 04

Post Office Department.

DETAILS of all payments for Mail Transportation in Ottawa Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Mountain and Reid's Mills.....	T. Christie.....	7½	6	12 months.....	197 00
Mountain and South Mountain.....	E. Mills.....	3½	12	12 do.....	100 00
Mountain and Vancamp.....	R. Shaver.....	3½	6	12 do.....	140 00
Mud Creek and Smith's Falls.....	W. Sheridan.....	6	2	12 do.....	80 00
Nipissing Junction and Railway Station.....	I. C. Ritchie.....	1½	12	12 do.....	62 60
North Augusta and Bellamy's Station.....	W. Pear.....	4½	6	12 do.....	198 25
North Augusta and Prescott.....	P. Bolger.....	17½	2	12 do.....	149 00
North Bay and Railway Station.....	W. McDonald.....	4	33	12 do.....	292 64
North Bay—Transfer of Mails.....	C. P. Ry. Co.....		13	do.....	130 00
North Branch and Russell.....	P. A. Harrison.....	2½	6	12 do.....	75 00
Northcote and Kenfrew.....	D. Brownlee.....	15	3	12 do.....	250 00
North Gower and Osgoode Railway Station.....	A. Haggins.....	8	6	12 do.....	198 00
North Gower and Reeve Craig.....	T. Salter.....	3	2	12 do.....	45 00
North Nation Mills and Railway Station.....	D. Landriau.....	3½	6	12 do.....	160 00
North Onslow and O'Connell.....	J. Murphy.....	7	2	12 do.....	80 00
North Onslow and Quyon.....	W. Richardson.....	7½	3	12 do.....	110 00
North Onslow and Rutledge.....	P. H. McGuire.....	4½	2	12 do.....	37 00
North Valley and Osnabruk Centre.....	J. A. Dunbar.....	4	3	12 do.....	70 00
North Wakefield and Railway Station.....	J. E. Blair.....	400 yds.	12	9 do (to Mar. 31, '97).....	20 16
North Wakefield and Railway Station.....	N. S. Steacy.....	400 yds.	12	3 do from do.....	9 34
North Williamsburg and Strader's Hill.....	W. C. Strader.....	5	1	12 do.....	40 00
Notre Dame du Laus and St. Gerard de Montarville.....	P. Filiatrault.....	37	1	12 do.....	180 00
Notre Dame de la Salette and Notre Dame du Laus.....	do.....	32½	3	11 do and 7 days (from July 25, '96).....	385 79
Notre Dame de la Salette and Pottimore.....	J. Robinson.....	7	3 S. & 2 W.	11 do and 7 days (from July 25, '96).....	76 34
Oliver's Ferry and Elmsley Railway Station.....	W. McCue.....	5½	6	9 do (to Mar. 31, '97).....	180 00
Oliver's Ferry and Elmsley Railway Station.....	do.....	5½	6	3 do from do.....	50 00
Oliver's Ferry and Rideau Centre.....	A. Smith.....	1½	6 S. & 1 W.	12 do.....	35 00
Osgoode Station and Railway Station.....	J. Buckels.....	40 yds.	6	12 do.....	15 00
Ottawa and Experimental Farm.....	A. Ardley.....	3	12	8 do (to Feb. 28, '97).....	316 66
Ottawa—Letter Carriers Service.....	Ottawa Electric Ry. Co.....		12	do.....	900 00
Ottawa and Ottawa East.....	A. Pettapiece.....	1½	6	12 do.....	75 00
Ottawa and Post Office Department.....	E. Batterton.....	1½	18	10 do (from Sept. 1, '96).....	370 50
do do.....	J. Graves.....	1½	as req.	10 do from do.....	568 80
do do.....	J. Seguin.....			Special trip.....	0 25
Ottawa Central Depot and Nicholas Street.....	J. Graves.....	1½	as req.	.....	11 55
Ottawa and Railway Stations.....	Ottawa Electric Ry. Co.....	1 & ¾	as req.	12 months.....	4,000 00
Ottawa and Ramsay's Corners.....	J. Alexander.....	7½	3	12 do.....	153 00
Ottawa and Richmond.....	H. Rielly.....	20	6	12 do.....	725 00
Otter Lake and Shawville.....	J. A. McGuire.....	24	6	12 do.....	358 00
Otter Lake and Thornby.....	J. Hill.....	7	2	12 do.....	87 00
Oxford Station and Railway Station.....	A. J. Black.....	½	3	12 do.....	36 00
Pakenham and Panmure.....	G. McClinton.....	20 r. t.	6	12 do.....	315 00
Pakenham and Railway Station.....	D. Shaw.....	¼	22	12 do.....	18 80

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					8 cts.
Papineauville and Railway Station	C. A. Gauthier	4	12	3 mos. (from Apr. 1, '97).	7 50
Papineauville and St. André Avellan	A. Fortier	9½	6	3 do (from Apr. 1, '97)	18 75
Parkman and Portage du Fort	A. S. Smart	5	1	12 do	35 00
Pembroke and Railway Station	M. Belaire	4	36	12 do	600 99
Pembroke and Stafford	D. Childerhose	17	3	12 do	200 00
Pendleton and Railway Station	H. Roy	17	6	12 do	500 00
Perkins and St. Rose de Lima	C. Robitaille	7½	4	12 do	175 00
Perretton and Government Road Crossing	R. Chaffey	3½ & 3	3	12 do	125 00
Perth and Playfair	J. E. Playfair	14	6	12 do	400 00
Perth and Railway Station	J. Allan	½	26	12 do	244 08
Perth and Stanleyville	P. McParland	9½	4	6 do (to Dec. 31, '96).	85 00
do do	S. P. White	9½	4	6 do from do	77 50
Perth and Tennyson	A. Robertson	10	1	12 do	70 00
Petawawa and Railway Station	S. Devine	1½	3	12 do	90 00
Point Alexander and Bass Lake Railway Station	T. McNulty	6	3	12 do	125 00
Point Comfort and Wright	E. S. Leatham	14	2 S. & 1 W.	12 do	150 00
Pointe Fortune and St. Eugène	X. Proulx	7½	6	4 do (to Oct. 31, '97).	66 67
do do	A. Trottier	7½	6	8 do from do	113 33
Pointe Gatineau and Quinville	M. Gahagan	6½	1	12 do	55 00
Pointe Gatineau and Ry. Station	J. Levéque	1½	12	12 do	105 00
Portage du Fort and Haley's Station	D. M. Rattray	7	17	12 do	312 00
Portage du Fort and Ross	D. McLaren	3	3	12 do	65 00
Prescott and Ogdensburg, U.S.	C. Plumb, sen.	2	18	12 do	578 25
Prescott and Railway Station, C.P.	J. Hollingsworth	½	18	12 do	187 80
Prescott and Street Letter Boxes	J. Dowsley	2	18	12 do	144 00
Quyon and Railway Station	W. Richardson	1	12	12 do	100 00
Radford and Shawville	J. A. Armstrong	3	3	12 do	65 00
Rapides des Joachims and Mackie's Station	J. Dunlop	8	3s&6w	9 do (to Mar. 31, '97)	191 25
do do	do	8	3s&6w	3 do from do	56 50
Rapides des Joachims and Rowanton	H. R. Downey	20	3	12 do	350 00
Rapides des Joachims and Wharf	do	120 yds.	6	Part of seasons 1896 and 1897	7 50
Rapide de l'Original and St. Gérard de Montarville	S. Alix	15	1	12 months	65 00
Rayeroft and Tatlock	R. White	4½	1	12 do	25 00
Renfrew and Ry. Station, (C.P.)	D. Brownlee	4	30	12 do	391 25
do do (K. & P.)	J. Roussele	4	12	3 do (to Sept. 30, '96).	18 00
do do (K. & P.)	Barr & Drysdale	4	12	9 do from do	54 00
do do (O. A. & P. S.)	D. Brownlee	4	12	12 do	62 60
Richmond West and Stapledon	T. E. Riley	3½	3	9 do (to Mar. 31, '97).	60 00
do do	T. H. Stapledon	3½	3	3 do from do	13 75
Rideau View and Residence of J. Blair	J. Blair	4	3	12 do	25 00
Ripon and St. André Avelin	A. Chéné	7	6	9 do (to Mar. 31, '97).	131 25
do do	Z. Whissell	7	6	3 do from do	31 00
Rockingham and Rosenthal	M. Kapitoskie	6	1	12 do	40 00
Rockingham and Strathay	J. Gallagher, jr.	13	1	12 do	90 00
Rockingham and Wingle	J. Wingle	14	2	12 do	185 00
Rockland and Railway Station	A. Campbell	2½	6	12 do	199 04
Rockliffe and Railway Station	C. W. McIntyre	50 yds.	12	12 do	25 04
Rowanton and Stubb's Bay	J. R. Booth	42	1	12 do	300 00
Russell and Bearbrook Railway Crossing	C. York	8	6	12 do	137 00
Russell and Osgoode Railway Station	P. Levia	21½	6	12 do	480 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Eugène and Vankleek Hill	H. Proulx	10	6	12 months	290 00
St. Onge and South Indian Railway Station	C. Latremouille	9	6	2 do (from May 1, '97).	20 82
Ste. Rose de Lima and East Templeton Railway Station	N. Beauchamp	$\frac{1}{2}$	12	12 do	60 00
Sand Point and Railway Station	J. R. McDonald	$\frac{1}{2}$	12	12 do	109 55
Shamrock and Whelan Lake	S. Whelan	2	12	12 do	70 00
Shawville and Railway Station	W. C. McGuire	1	12	9 do (to Mar. 31, '97).	56 25
do do	J. A. McGuire	1	12	3 do from do	11 25
Sheedy and Ashdad Railway Station	M. Sheedy	$9\frac{3}{4}$	3	12 do	150 00
Skye and Greenfield Railway Station	D. A. Cameron	8	6	12 do	193 00
Smith's Falls and Railway Station	H. Carley	$\frac{1}{2}$	24	12 do and night service	380 00
Snake River and Railway Station	G. Douglas	4	3	12 do	110 00
South Casselman and Railway Station	A. Lalonde	1	18	12 do	120 00
South Finch and Railway Station	D. G. McMillan	$\frac{1}{2}$	12	3 do (to Sept. 30, '96).	25 00
do do	do	$\frac{1}{2}$	12	9 do from do	56 25
South Indian and Railway Station	J. K. Meredith	2	24	12 do	73 00
Spencerville and Railway Station	A. Carmichael	$1\frac{1}{2}$	6	12 do	80 00
Stanley's Corners and Stittsville	J. Stanley	2	3	10 do (from Sep. 1, '96).	33 33
Stittsville and Railway Station	S. Mann	120 yds.	12	12 do	62 60
Summerstown and Summerstown Station	H. Hagerty	3	6	12 do	84 00
Summerstown Station and Railway Station	J. A. Cameron	400 yds.	12	12 do	50 08
The Brook and South Indian Railway Station	L. Lemery	16	6	5 do (to Nov. 30, '96).	72 92
do do	T. Lefebvre, sen.	16	6	7 do from do	157 50
Thurso and Valencay	L. Ouellette	14	3	3 do (to Sept. 30, '96).	37 50
do do	O. Emery	14	3	9 do from do	105 00
Toys Hill and Winchester Springs	J. B. McQuaigg	3	3	12 do	60 00
Vankleek Hill and Railway Station	A. Mercier	$\frac{1}{2}$	24	3 do (to Sept. 30, '96).	31 60
do do	A. Lajeunesse	$\frac{1}{2}$	12	6 do (to Mar. 31, '97).	81 60
do do	J. A. Villeneuve	$\frac{1}{2}$	24	3 do from do	31 00
Vars and Railway Crossing	J. Fraser	$\frac{1}{2}$	18	12 do	60 00
Venosta and Railway Station	J. McCaffrey	$\frac{1}{2}$	6	12 do	26 00
Ventnor and Spencerville Railway Station	W. Cook	$5\frac{1}{2}$	6	12 do	90 00
Vinton and Railway Station	P. Kavanagh	2	7	12 do	145 00
Wakefield and Railway Station	E. Johnstone	$\frac{1}{2}$	12	12 do and summer service	69 08
Wales and Railway Station	W. J. Ramson	$\frac{1}{2}$	12	12 do	80 00
Waller and Harney's Crossing	P. Harney	$1\frac{1}{2}$	2	12 do	35 00
Waltham and Railway Station	J. G. Poupore	$1\frac{1}{2}$	12	12 do	156 50
Wemyss and Railway Station	G. Korry	$\frac{1}{2}$	6	12 do	30 00
Wendover and North Nation Mills Railway Station	H. St. Pierre	3	6	12 do	170 00
Whitney and Railway Station	J. A. Devigny	$\frac{1}{2}$	12	12 do	100 00
Wilno and Railway Station	A. Prince	1	12	12 do	150 00
Wilson's Bay and Sabourin's Railway Crossing	A. Wilson	1	2	12 do	70 00
Winchester and Osgoode Railway Station	A. Campbell	24 $\frac{1}{2}$ & 22	3	12 do	660 00
Winchester and Railway Station	J. E. McKeen	1	12	12 do and night service	135 00
Wylie and Railway Station	J. Lyons	2 $\frac{1}{2}$	3	12 do	89 00
Total					\$73,437 35

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abrams Village and Cape Egmont.	A. Gallant.	5	2	12 months	55 00
Afton Road and Mount Stewart.	D. Gillen.	3	2	12 do	40 00
Albany and Railway Station	A. Noonan.	12	12	do	100 16
Albany and Victoria	J. A. Howatt.	10½	6	12 do	231 00
Alberton and Kildare.	W. D. White.	12	3	12 do	98 00
Alberton and Lot 6.	W. J. Gallant.	8½	2	12 do	67 72
Alberton and Railway Station.	G. Green.	4	12	12 do and extra trips.	64 89
Alma and Lauretta.	M. M. Boute.	3	2	3 do (from Apr. 1, '97)	6 25
Alma and Railway Station.	J. Mountain.	4	2	12 do	26 00
Appin Road and Hampton.	A. Ashley.	4	2	12 do	37 00
Argyle Shore and Bonshaw.	E. Livingston.	3	2	12 do	23 72
Armada and Railway Station.	H. A. McPhee.	1½	3	12 do	20 00
Auburn and Dromore West.	J. Corrigan.	1½	2	12 do	15 60
Auburn and Pownal.	B. Jenkins.	10½	2	12 do	80 00
Augustine Cove and Lansdowne Hotel.	J. Ahearn.	3	3	12 do	54 00
Baldwin's Road and Perth Station.	J. Moas.	1½	2	12 do	24 00
Bangor and Morell Station.	J. McGregor.	4	2	12 do	50 00
Bayfield and Glencorrodale.	N. J. McDonald.	3½	2	12 do	29 60
Bay Fortune and Souris East.	A. Morrow.	10½	3	12 do	106 08
Beach Point and Montague Bridge.	J. J. McDonald.	22	6	12 do	540 00
Bear River and Railway Station.	D. Costello.	4	3	12 do	20 28
Bedeque and Sea Cow Head.	H. A. Noonan.	7½	2	12 do	72 80
Bedeque and Summerside.	W. Newsom.	9½	6	12 do	260 00
Belfast and Charlottetown.	M. Martin.	24½ & 25	6	12 do	688 59
Belfast and Garfield.	E. W. Martin.	5	2	12 do	65 00
Belfast and High Bank.	E. M. Martin.	22½	3	12 do	365 00
Belfast and Point Prim.	M. Martin.	7½	2	12 do	60 00
Bloomfield and Bloomfield Station.	W. H. Halleron.	2	3	12 do	28 00
Bloomfield Station and Glengarry.	M. Halleron.	5½	2	3 do (from Apr. 1, '97)	8 25
Bloomfield Station and Miminegash.	H. Chappell.	8	2	12 do	45 76
Bloomfield Station and Railway Station.	F. Peters.	4	6	12 do	25 00
Blooming Point and Tracadie Cross.	J. B. McDonald.	4½	2	12 do	52 00
Brackley Point and Oyster Bed Bridge.	D. Shaw.	5	3 & 6	12 do	72 00
Breadalbane and Millvale.	M. Matheson.	6½	2	12 do	66 00
Breadalbane and New London.	D. R. Bell.	12	6	12 do	340 00
Breadalbane and Railway Station.	M. Matheson.	1½	12	12 do	112 32
Brooklyn and Glen Martin.	Mrs. F. A. McPherson.	2	3	12 do	27 00
Brookside and Milltown Cross.	J. Maher.	2½	3	11 do	35 00
Caledonia and Double Hill.	L. Matheson.	1½	2	12 do	20 00
Caledonia and Iris.	C. McLaughlin.	3	2	12 do	37 00
Caledonia and Orwell.	A. McKenzie.	10½	6	12 do	231 60
Caledonia and Rona.	J. McQueen.	4½	2	12 do	36 80
Cape Traverse Boat House and Railway Terminus.	J. A. Strange.	1½	as req.	6 do (from Jan. 1, '97)	103 50
Cape Traverse Boat House and Summerside.	J. P. Irving.	15	as req.	3 do (to Dec. 31, '96).	14 28
Cape Traverse Boat House and Summerside.	J. A. Strange.	15	as req.	6 do from do	81 90

Post Office Department.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cape Wolfe and Lot 4.....	J. J. Fish	6	2	12 months.....	70 00
Cardigan Bridge and Corraville...	P. J. Sharkey... ..	6	2	12 do	52 00
Cardigan Bridge and Head of Cardigan.....	M. McAulay.....	4	2	4 do (to Oct. 31, '96)..	13 86
Cardigan Bridge and Head of Cardigan.....	do	7½	2	8 do from do	52 00
Cardigan Bridge and Launching.....	D. Foley.....	26	3	12 do	182 00
Cardigan Bridge and Lot 56.....	J. J. Campbell.....	15½	6	12 do	320 00
Cardigan Bridge and Railway Station.....	F. D. McCortmack	¼	12	12 do and extra trips..	72 58
Cavendish and Hunter's River.....	J. Crew	34½	3	12 do	190 00
Charlottetown and Long Creek.....	D. Miller.....	25	3	12 do	230 00
Charlottetown and Marshfield.....	W. Miller.....	4½	6	12 do	50 00
Charlottetown and Railway Station.....	P. Stewart.....	½	as req.	8 do (to Feb. 28, '97)..	271 86
do do	M. McKinnon.....	½	as req.	1 do (to Mar. 31, '97)..	32 90
do do	P. Stewart.....	½	as req.	3 do from do	91 10
Charlottetown and Street Letter Boxes.....	J. Dalziel.....	2¾	18	6 do (to Dec. 31, '96)..	49 40
Charlottetown and Street Letter Boxes.....	W. H. Long.....	2¾	18	6 do from do	37 50
Charlottetown and Victoria.....	N. McNevin.....	21½	3	12 do	279 00
Cherry Grove and New Harmony.....	J. McDonald.....	2	2	12 do	25 00
Cherry Valley and Gallas Point.....	D. McGillivray.....	7	2	12 do	55 51
Clear Spring and New Zealand Railway Station.....	J. Cantwell.....	4	3	12 do	41 48
Clermont and Kensington.....	J. McMillan.....	3	3	12 do	45 00
Clinton and New London.....	J. Mackey.....	2½	2	3 do (to Sept. 30, '96)..	7 50
do do	W. J. Cotton.....	2½	2	9 do from do	21 00
Clyde Station and Railway Station.....	N. McLeod.....	1½	3	12 do	17 00
Coleman and Railway Station.....	E. McKinnon.....	1½	6	6 do (to Dec. 31, '96 extra trips) ..	24 12
do do	M. Howatt.....	1½	6	6 do from do	15 00
Coleman and West Point.....	P. McPhee.....	14	3	12 do	212 48
Commercial Road and Peter's Road.....	W. A. Johnston.....	2½	3	12 do	42 00
Crapaud and Gamble's Corner.....	W. Kidson.....	3	2	12 do	32 00
Crapaud and Upper Westmoreland.....	R. McVitie.....	2½	3	12 do	35 00
Darlington and Princetown Road.....	D. L. McLeod.....	3	2	12 do	30 00
Darlington and Railway Station.....	do	¾	12	12 do	120 00
Darlington and Rose Valley.....	do	8	3	12 do	140 00
Darnley and Kensington.....	G. Larkins.....	15	3	12 do	225 00
DeBlois Station and Leoville.....	A. Gaudet.....	1½	3	12 do	25 00
DeBlois Station and Railway Station.....	C. Perry.....	¾	3	12 do	25 00
Dingwell's Mills and Fortune Bridge.....	W. A. Burke.....	4	2	12 do	30 00
Dromore and Pisquid Railway Station.....	T. O. McCabe.....	2	2	12 do	40 56
Dundas and Mount Hope.....	W. Burhoe.....	6½	2	12 do	45 00
Dewar Road and Mill River.....	A. Richard.....	2	3	8 do (from Nov. 1, '96)	20 00
East Baltic and Red Point.....	D. McEachern.....	4	3	12 do	50 00
East Point and Souris East.....	R. Kickham.....	15	3	12 do	193 00
Ebbsfleet and Kildare Station.....	M. D. Lacy.....	4	3	12 do	39 00
Ebenezer and Wheatley River.....	A. McCallum.....	2½	2	9 do (to Mar. 31, '97)..	21 00
do do	J. Power.....	2½	2	3 do from do	6 25
Elliott's Mills and Railway Station.....	R. Elliott.....	1½	6	12 do	30 90
Elliottvale and Peake's Station.....	J. Kelly.....	3½	2	12 do	42 80
Elmira and South Lake.....	F. J. McKinnon.....	2	3	12 do	26 00
Elmsdale and Railway Station.....	J. Adams.....	1½	6	12 do	20 00
Elmwood and New Haven.....	O. Clarkin.....	3	2	12 do	22 00
Emerald and Found's Mills.....	H. P. Found.....	9½	3	12 do	93 00
Emerald and Railway Station.....	F. P. Murphy.....	¾	42	12 do and extra trips..	166 16
Emerald and Shamrock.....	do	2½	2	12 do	32 00

DETAIL of all payments for Mail Transportation in Prince Edward Island
Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Emerald and West Newton	W. Clark	4	3	12 months	70 00
Emerald and Mount Pleasant	G. Nisbet	2½	2	12 do	26 00
Farmington and Head of St. Peter's Bay	T. Burdge	5	2	12 do	29 60
Fifteen Point and Wellington Station	A. Gallant	5	3	12 do	62 40
Fitzgerald Station and Lot 14	P. Cameron	5	3	12 do	60 00
Fitzgerald Station and Railway Station	do	1½	6	12 do and extra trips	33 88
Flat River and Selkirk Road	F. Dougherty	6½	2	12 do	70 00
Forest Hill and Head of St. Peter's Bay	R. J. McNeill	6	3	12 do	61 48
Fortune Cove and O'Leary Station	J. L. Maxfield	7	3	12 do	73 48
Fredericton and Railway Station	J. Weeks	1½	3	12 do	25 00
Freetown and Lower Freetown	T. Taylor	2½	3	12 do	64 00
Freetown and Railway Station	R. B. Auld	1	12	12 do	90 00
Georgetown and Murray Harbour North	J. Phillips	30	3	7 do (to Jan. 31, '97)	138 83
do do	do	30	3	5 do from do	64 16
Georgetown and Railway Station	R. R. Jenkins	½	as req.	12 do	143 40
Georgetown and Steamer "Stanley"	do	½	as req.	Part of season 1896 and 1897	19 60
Glenfinnan and Tarantum	A. Gallant	2½	2	12 months	15 00
Glenarry and Railway Station	M. Halloran	5½	3	9 do (to Mar. 31, '97)	27 75
Glen William and Murray River	A. McDonald	3½	3	12 do	37 48
Gowan Brae and Souris East	W. Mallard	3	2	12 do	28 00
Greenvale and Little Harbour	J. McDonald	2	2	12 do	20 80
Greenwich and Head of St. Peter's Bay	A. B. Hyndman	5½	2	12 do	80 00
Hampshire and New Wiltshire	J. Stewart	3	3	3 do (from Apr. 1, '97)	9 37
Head of St. Peter's Bay and Mount Stewart	D. D. Coffin	4½	2	12 do	52 00
Head of St. Peter's Bay and Monticello	A. D. Cummings	8½	2	12 do	50 00
Head of St. Peter's Bay and Railway Station	A. McAulay	1	12	12 do	120 00
Heatherdale and Whim Road Cross	A. McDonald	1½	3	12 do	35 00
Higgin's Road and Wellington Station	E. Perry	17	3	3 do (to Sept. 30, '96)	34 65
do do	J. T. Perry	17	3	9 do from do	103 95
Hopefield and Murray River	A. McGregor	4	2	12 do	38 00
Hunter's River and North Rustico	J. Bowen	16	1	6 do (to Dec. 31, '96)	154 50
do do	do	18	6	6 do from do	170 00
Hunter's River and Railway Station	P. McGrath	1½	12	12 do and extra trips	151 36
Inverness and Railway Station	P. J. Kilbride	2½	2	12 do	35 36
Johnston's River and Southport	P. Trainer	12½	2	12 do	75 00
Kelly's Cross and New Wiltshire	P. Malone	11 & 15	6	12 do	164 34
Kensington and Princetown	J. Glover	7	3	12 do	125 00
Kensington and Railway Station	G. Glover	1	12	12 do and extra trips	180 13
Kensington and Sea View	G. Larkins	17	3	3 do (to Sept. 30, '96)	36 25
do do	G. Tuplin	17	3	9 do from do	111 00
Kildare Cape and Tignish	S. DesRoches	4	2	3 do (to Sept. 30, '96)	9 50
do do	P. Kirwan	4	2	9 do from do	22 50
Kildare Station and Palmer Road	A. Shea	7	2	12 do	50 00
Kildare Station and Railway Station	N. J. Perry	1	6	3 do (to Sept. 30, '96)	3 90

Post Office Department.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kildare Station and Woodville.....	E. McGrath.....	3	2	12 months.....	18 00
Kinkora and Maple Plains.....	A. Kelly.....	3	2	12 do.....	50 00
Kinkora and Middleton.....	A. McGuigan.....	2	3	12 do.....	40 00
Kinkora and Railway Station.....	J. Farmer.....	4	12	12 do.....	62 60
Kinross and Lyndale.....	M. Gillis.....	3	2	3 do (to Sept. 30, '96).....	10 00
do do.....	J. McDonald.....	3	2	9 do from do.....	28 50
Lansdowne Hotel and Railway Station.....	J. A. Strange.....	1 ¹ / ₈	6	12 do.....	93 88
Lansdowne Hotel and Searletown.....	S. Muttart.....	6	6	12 do.....	93 00
Linkletter and Summerside.....	T. W. Murray.....	3	3	8 do (from Nov. 1, '96).....	33 33
Little Tignish and Tignish.....	T. I. Buote.....	4	2	12 do.....	20 00
Little York and Pleasant Grove.....	T. H. Lawson.....	19	3	12 do.....	108 00
Little York and Railway Station.....	R. Lawson.....	1 ¹ / ₈	12	12 do.....	54 00
Locke Road and Mill River.....	M. Howard.....	4 ¹ / ₂	2	12 do.....	52 00
Lot 4 and Railway Station.....	G. McKay.....	4	6	12 do.....	76 36
Lot 10 and Railway Station.....	H. Ritchie.....	1 ¹ / ₂	2	12 do.....	32 00
Lot 11 and Railway Station.....	M. J. Kilbride.....	5 ¹ / ₄	3	12 do.....	62 40
Lot 12 and Railway Station.....	W. Hayes, sr.....	2	12	12 do and extra trips.....	143 80
Lot 35 and Railway Station.....	H. M. McLeod.....	1 ¹ / ₂	2	12 do.....	40 00
Lot 40 and Railway Station.....	A. H. McEwan.....	1	6	12 do.....	56 32
Lot 36 and Sailors Hope.....	F. McDonald.....	7	3	7 do (to Jan. 31, '97).....	56 72
do do.....	J. Swallow.....	7	3	5 do from do.....	15 83
McNeil's Mills and Railway Station.....	J. McNeill.....	1 ¹ / ₈	6	8 do (from Nov. 1, '96).....	3 33
Mansfield and Selkirk Railway Station.....	J. McIsaac.....	4 ¹ / ₂	2	12 do.....	33 68
Marie Bridge and Marie Railway Station.....	A. Cobb.....	1 ¹ / ₈	3	12 do.....	28 00
Marie Bridge and Millburn.....	A. Cobb.....	4	3	12 do.....	40 00
Midgell and Midgell Railway Station.....	R. Battersby.....	4	3	12 do.....	18 00
Mill Cove and Railway Station.....	J. Hughes.....	2	2	12 do.....	21 75
Mill River and Railway Station.....	F. Peters.....	1 ¹ / ₂	6	12 do.....	25 00
Mill River and Vernon River.....	J. Murphy.....	2 ¹ / ₂	6	12 do.....	85 00
Milton Station and North Milton.....	W. McNeill.....	2	3	12 do.....	39 00
Milton Station and Railway Station.....	do.....	1 ¹ / ₂	6	12 do.....	40 69
Miscouche and Muddy Creek.....	T. McNeil.....	5	2	12 do.....	38 88
Miscouche and Railway Station.....	A. F. Gillis.....	1 ¹ / ₂	12	12 do.....	38 00
Miscouche and South West Lot 16.....	T. McNeill.....	11 ¹ / ₂	2	12 do.....	92 00
Montague Bridge and Railway Station.....	J. J. McDonald.....	4 ¹ / ₂	6	12 do.....	150 00
Montague Bridge and Valleyfield.....	A. M. McLeod.....	5 & 5 ¹ / ₂	3	12 do.....	52 80
Montague Bridge and Victoria Cross.....	J. Kennedy.....	3	3	12 do.....	43 03
Montague Cross and Orwell.....	J. Morrissey.....	5 ¹ / ₂	3	12 do.....	60 00
Morell Station and Railway Station.....	W. Duff.....	1 ¹ / ₈	12	12 do.....	15 00
Morell Station and Sinnott's Road.....	M. Cullen.....	7	2	12 do.....	44 48
Mount Herbert and Southport.....	H. Smallwood.....	6 ¹ / ₂	2	12 do.....	49 48
Mount Pleasant and Railway Station.....	G. Nisbet.....	3 ¹ / ₂	2	12 do.....	28 48
Mount Stewart and Railway Station.....	H. McEachren.....	4	12	12 do.....	40 00
Mount Stewart and Savage Harbour.....	C. McIntyre.....	7	2	12 do.....	89 00
Murray Harbour South and White Sands.....	J. Hill.....	3	2	12 do.....	38 00
New Acadie and Railway Station.....	J. Pino.....	1 ¹ / ₂	3	12 do.....	22 48
New Annan and Railway Station.....	W. B. Bowness.....	1 ¹ / ₂	6	12 do.....	78 00
New Annan and Wilmot Valley.....	do.....	3 ¹ / ₂	2	12 do.....	52 00
New Argyle and New Haven.....	D. McPhail.....	4	3	12 do.....	70 00
New Haven and Riverdale.....	M. McLeod.....	3 ¹ / ₂	2	12 do.....	34 32
New Perth and Poole's Road.....	E. Poole.....	1	6	9 do (to Mar. 31, '97).....	48 75
do do.....	L. Poole.....	1	6	3 do from do.....	10 80
New Wiltshire and Railway Station.....	E. Easter.....	4	6	12 do.....	37 56

**DETAIL of all payments for Mail Transportation in Prince Edward Island
Postal Division, &c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
New Zealand and Railway Station.	J. Cantwell.....	$\frac{1}{3}$	3	12 months.....	29 64
Northam and Railway Station.....	J. E. Yeo.....	$\frac{1}{3}$	6	12 do.....	40 00
Northam and Victoria West.....	N. McLennan.....	$\frac{1}{3}$	2	3 do (to Sept. 30, '96).	9 00
do do.....	R. McDougall..	$\frac{1}{3}$	2	9 do from do.....	39 00
North Lake and Souris East.....	D. McKinnon.....	24 $\frac{1}{2}$	3	12 do.....	210 60
North River and South Wiltshire.....	R. H. Simmons.....	4	3	12 do.....	60 00
North St. Eleanors and Summerside	W. Rodgers.....	4 $\frac{1}{2}$	6	12 do.....	90 00
O'Leary Station and Railway Sta- tion.....	R. Ellis.....	$\frac{1}{8}$	6	12 do and extra trips..	23 41
O'Leary Station and West Cape.....	J. Dennis.....	9	2	12 do.....	77 48
Orwell and Orwell Cove.....	N. M. Gillis.....	2	6	10 do (to Apr. 31, '97).	71 66
do do.....	D. Gillis.....	2	6	2 do from do.....	9 66
Peakes Station and Railway Station	A. McDonald... J. Collins.....	$\frac{1}{5}$ 6	6 2	12 do 12 do.....	40 00 54 00
Peake's Station and St. Patrick's Road.....	D. McBride.....	3 $\frac{1}{2}$	2	12 do.....	34 00
Pisquid and Railway Station.....	J. A. McDonald	13 $\frac{1}{2}$	2	12 do.....	36 00
Pisquid and Webster's Corners.....	J. McBride.....	6	3	12 do.....	46 64
Pisquid Road and Vernon River.....	Mrs. E. O'Keefe	3	2	12 do.....	46 00
Piusville and Piusville Station.....	S. Gallant.....	2	2	12 do.....	14 00
Piusville Station and Piusville Rail- way Station.....	P. B. Dorion... S. Milligan.....	$\frac{1}{2}$ 13 $\frac{1}{2}$	6 2	12 do 12 do.....	10 00 20 00
Poplar Grove and Railway Station.	H. B. S. Birch..	4	12	12 do.....	112 68
Pownal and Village Green.....	L. Carver.....	3	2	12 do.....	20 00
St. Andrews and Railway Station..	J. McDonald... N. J. Perry.....	$\frac{1}{2}$ $\frac{1}{2}$	3 6	12 do 9 do (from Oct. 1, '96).	25 00 11 70
St. Louis and Railway Station.....	J. D. J. McDon- ald.....	5	3	12 do.....	48 00
St. Mary's Road and St. Mary's Road East.....	B. McGuigan, jr. A. Bradley.....	2 $\frac{1}{2}$ 4	2 3	12 do 12 do.....	14 00 39 00
St. Teresa and Railway Station.....	J. Weir.....	4	2	12 do.....	15 60
Scotchfort and Railway Station.....	A. E. Keough... J. Morrissey.....	7 $\frac{1}{2}$ 10 $\frac{1}{2}$	2 2	12 do 12 do.....	35 00 49 72
Sea Cow Pond and Tignish.....	C. Lavie.....	12	12	12 do and extra trips..	94 73
Souris East and Railway Station.....	J. A. Ferguson..	$\frac{1}{3}$	2	12 do.....	30 00
Suffolk Station and Railway Station	F. Perry.....	$\frac{1}{3}$	12	do as req. 12 do.....	185 37
Summerside and Railway Station..	do.....	1 $\frac{1}{3}$	18	12 do.....	80 00
Summerside and Street Letter Boxes	E. Fraser.....	4 $\frac{1}{2}$	3	12 do.....	52 00
Summerville and Vernon River.....					
Ten Mile House and Railway Sta- tion.....	J. Fitzpatrick... D. Mullin.....	1 $\frac{1}{2}$ 1 $\frac{1}{2}$	2 2	3 do (to Sept. 30, '96). 9 do from do.....	10 00 31 85
do do.....	S. R. Prowse... H. Gaudet.....	$\frac{1}{2}$ 12	3 12	12 do do and extra trips..	16 48 50 65
Thorndyke and Railway Station.....	Mrs. A. Johnston	3	3	12 do.....	30 00
Tignish and Railway Station.....					
Tracadie Cross and Railway Station	T. Townsend... C. Mallett.....	1 1	3	12 do.....	39 00 45 00
Traveller's Rest and Railway Sta- tion.....					
Union Road and Union Railway Station.....					
Wellington and Wellington Station	P. Ayers..... F. T. Arsenault.. J. Morehead....	1 $\frac{1}{2}$ 1 $\frac{1}{2}$ 1 $\frac{1}{2}$	2 12 6	12 do do and extra trips.. 12 do.....	20 00 36 84 16 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Western Road and Railway Station	P. Reid	1½	2	12 months	25 00
West St. Peter's and Railway Station	J. McDonald	2½	2	12 do	40 00
Winsloe Road and Winsloe Station	J. I. Hughes	9	3	12 do	110 00
Winsloe Station and Railway Station	J. Burrows	1½	3	12 do	25 00
Wood Islands and Wood Islands North	J. H. McMillan	2½	3	12 do	39 00
Special Services as telegraph operator at Cape Tormentine	J. B. Allen			Season 1896-97	60 00
Special Services as telegraph operator at Cape Traverse	T. C. Muncey			Season 1896-97	60 00
				Total	\$16,561 76

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

QUEBEC POSTAL DIVISION.

DETAILS of all payments for Mail Transportation in Quebec Postal Division performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Albanel and Normandin.....	Z. Lavoie.....	7	2	12 months.....	55 00
Allard Settlement and Nouvelle....	J. Keays, jeune.....	3	1	12 do.....	20 00
Allen's Mills and Railway Station..	D. Veer.....	100 yds.	12	do.....	31 30
Amqui and Railway Station.....	T. Ross.....	100 yds.	12	do.....	60 00
Ancienne Lorette and Champigny....	N. Alain.....	2	6	do.....	100 00
Armagh and St. Raphael East.....	T. Roy.....	15	6	9 do (to Mar. 31, '97)	195 00
do do.....	do.....	12	6	3 do from do.....	37 00
Auvergne and Portneuf Station.....	F. X. Demers.....	11½	1	12 do.....	50 00
Avignon and Matapedia.....	A. Gallant.....	7	6	3 do (to Sept. 30, '96)	38 75
do do.....	J. Poirier.....	7	6	9 do from do.....	123 75
Bagotville and Grande Baie.....	E. Gobeil.....	3	as req.	Part of season 1896.....	55 50
do do.....	C. Levesque.....	3	as req.	Part of season 1897.....	7 20
Bagotville and Wharf.....	M. Pouliot.....	3	as req.	Part of season 1896.....	38 00
do do.....	C. Levesque.....	3	as req.	Part of season 1897.....	3 60
Baie de la Trinité and Cariboo Island	I. T. Comeau.....	7½	1	12 do.....	45 22
do do.....	P. Z. Comeau.....	7½	as req.	Part of season 1897.....	7 14
Baie de la Trinité and Pointe des Monts.....	J. A. Fafard.....	8½	as req.	Part of seasons '96 and '97	62 00
Baillargeon and Craig's Road Station	B. Huot.....	3	3	12 months.....	60 00
Baker Brook and Railway Station..	A. McLean.....	20 yds.	12	do.....	50 00
Barachois de Malbaie, Grand-Pabos, &c., (side services in connection with steamer "Admiral.").....	North American Transportation Co. (Ltd.).....	4, 3, ½ & 3	as req.	Season 1896.....	720 00
Beaubien and Cap St. Ignace Station	N. Dugal.....	½	12	7 months (to Jan. 31, '97)	15 62
Beaudet and Railway Station.....	A. Boulianne.....	128 yds.	6	3 do (to Sept. 30, '96)	6 00
do do.....	do.....	128 yds.	3	9 do from do.....	9 32
Beaupré and St. Féréol.....	F. Michel.....	7	3	12 do.....	100 00
Belair and Railway Station.....	J. Couture.....	1	6	do.....	60 00
Bergerville and Quebec.....	J. Drolet.....	3	6	do.....	90 00
Berthier and Railway Station.....	V. Guillemette.....	2½	12	9 do (to Mar. 31, '97)	105 00
do do.....	J. Bouffard.....	2½	12	29 days (to Apr. 29, '97)	4 83
do do.....	J. Blais.....	2½	12	2 months (from May 1, 1897, and extra trips)	11 82
Bic and Railway Station.....	A. Dassylva.....	10 yds.	as req.	12 months.....	36 00
Bic and St. Valérien de Rimouski..	J. Moisan.....	3½	6	9 do (to Mar. 31, '97)	75 00
do do.....	S. Amiot.....	3½	3	3 do from do.....	12 25
Black Cape and Querry.....	V. LeBlanc.....	4½	3	do.....	56 00
Blanchet and St. Lambert de Lévis.	J. Paquet.....	¾	12	do.....	35 00
Bonaventure Island and Percé.....	G. Aubert.....	3	3	9 do (to Mar. 31, '97)	59 25
do do.....	do.....	3	3	3 do from do.....	31 25
Bourg Louis and Railway Station..	P. Russell.....	3	6	do.....	75 00
Buckland and St. Damien de Buck- land.....	J. Godout.....	8	6	6 do (from Jan. 1, '97)	72 50
Buckland and St. Lazare de Belle- chasse.....	F. Labonté.....	15	6	6 do (to Sept. 30, '96)	200 00
Buckland and St. Magloire.....	P. Tanguay.....	18	4	3 do (to Sept. 30, '96)	69 25
do do.....	do.....	18	4	9 do from do.....	243 75

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cacouna and Railway Station	C. Dionne	5	12	7 months (to Jan. 31, '97)	145 83
do do	T. Sirois	5	12	5 do from do	58 24
do do	T. Dionne	2½	6 & 12	Part of seasons '96 and '97	42 90
Campbellton and Carleton	J. Faller	35	6	5 months and 6 days (to Dec. 6, '96)	768 62
Campbellton and Nouvelle	do	22	6	6 months and 25 days (from Dec. 7, '96)	599 17
Caplin River and Musselyville	C. Briueck	6	2	12 months	60 00
Cap à l'Aigle and Murray Bay	P. Tremblay	3	as req.	Part of season 1896	73 00
do do	A. Tremblay	3	as req.	Part of season 1897	12 00
Cap Rouge and Quebec	J. Drolet	9	6	9 months (to Mar. 31, '97)	149 25
do do	do	9	6	3 do from do	43 75
Cap St. Ignace and Railway Station	J. Bossinotte	½	12	10 do (to Apr. 30, '97)	66 66
do do	N. Lavoie	½	12	2 do from do	6 66
Cap St. Ignace and St. Apolline de Patton	J. Fournier	21	1	7 do (to Jan. 31, '97)	60 66
do do	J. Bernier	21	1	5 do from do	41 25
Cap Santé and Les Ecureuils	O. Gauvreau	4½	6	9 do from do	163 50
do do	do	4½	6	3 do from do	37 50
Cap Santé and Portneuf	E. Marcotte	5	6	12 do	150 00
Carleton and Maria	F. Giroux	9	6	5 do and 6 days (to Dec. 6, '96)	181 72
Casault and Railway Station	J. Ouellet	2	3	12 do	40 00
Causapscaal and Railway Station	O. Charrette	250 yds.	12	12 do	60 12
Chambord and Railway Station	J. Bilodeau	½	12 & 6	12 do	155 00
Champigny and Railway Station	H. Robitaille	1	12	12 do	100 00
Charlesbourg and Quebec	E. Lefebvre	5	2	12 do	125 00
Charlesbourg West and Railway Station	F. Jobin	250 yds.	12	12 do	30 12
Chaudière Basin and Etchemin	A. Couture	3	6	12 do	80 00
Chaudière Curve and Railway Station	E. Fontaine	1	12	3 do (to Sept. 30, '96)	25 00
do do	do	30 yds.	12	9 do from do	45 00
Chaudière Mills and Railway Station	G. Breakey	3½	6	12 do	100 16
Chaudière Station and Railway Station	C. F. Coleman	300 yds.	6	12 do	35 00
Chemin Taché and St. François-Xavier de Viger	J. B. Morin	6	4	9 do (to Mar. 31, '97)	133 80
do do	do	6	4	3 do from do	30 75
Chicoutimi and Grande Baie	P. Gagnon	13	6	12 do	348 00
Chicoutimi and Latrrière	L. Maltais	10	6	12 do	325 00
Chicoutimi and Railway Station	A. Guimond	½	6	7 do (to Jan. 31, '97)	78 90
do do	M. Desbiens	½	6	5 do from do	41 40
Chicoutimi and Railway Station Letter Box	P. Gérard	½	6	12 do	46 80
Chicoutimi and Rivière du Moulin	P. Grenon	1½	1	12 do	15 60
Chicoutimi and Tremblay	F. Simard	2	6	12 do	85 00
Chicoutimi and Wharf	A. Guinond	½	as req.	Part of season 1896	53 25
do do	F. Gilbert	½	as req.	Part of season 1897	8 00
do do	T. Desbiens	½	as req.	4 trips	3 00
Clairvaux de Charlevoix and St. Paul's Bay	J. Guay	7½	3	7 months (to Jan. 31, '97)	52 49
do do	C. Boivin	7½	3	5 do from do	24 16
Craig's Road Station and Railway Station	N. Fournier	10 yds.	12	12 do	24 00
Crambourne and Cudaff	W. Wilson	5	6	12 do	130 00
Crambourne and Frampton	V. Lacroix	8	6	11 do (to May 31, '97)	192 50
do do	J. Blouin	8	6	1 do from do	11 58
Cross Point and Ste. Anne de Restigouche	J. W. Olscamp	2	6	12 do	
Cross Point and Sellarville	W. Adams	10½	2	6 do (to Dec. 31, '96)	110 00
do do	J. Hume	10½	2	6 do from do	42 50
					45 00
Dablon and Railway Station	G. Larouche	½	6	6 do (to Dec. 31, '96)	22 50
do do	J. Potvin	1	6	6 do from do	30 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dartagnan and St. Henri de Lévis.	S. Lachance	1	6	3 months (to Dec. 31, '96)	20 00
do do	V. Bolduc	1	6	6 do from do	30 00
Delagrave and St. Pierre Railway Station.	L. Laverdière	4	2	7 do from do	17 50
Delisle and St. Joseph d'Alma.	A. Asselin	12	12	12 do	77 97
Delisle and Taillon.	A. Larouche	12	1	12 do	52 00
Dequen and Railway Station.	A. Bilodeau	1	6	12 do	50 08
Deschambault and Railway Station	D. Perrault	2½	12	12 do	99 00
Deschambault Station and Railway Station.	N. Mercier	75 ft.	12	12 do	10 00
Deschambault Stn. and St. Gilbert	H. Paquin	3½	3	9 do (to Mar. 31, '97).	67 50
do do	V. Marcotte	3½	3	3 do from do	14 75
Douglastown and Douglas West.	O. D. Walsh	2½	2	9 do (to Mar. 31, '97).	60 00
do do	M. Kennedy	2½	2	3 do from do	6 12
Egg Island and Pointe aux Anglais	L. Langlois	4	2	Season '96.	50 00
Elgin Road and Railway Station.	F. Bélanger	1	3	12 months.	40 00
Escuminac and Fleurant.	J. Doherty	8	1	9 do (to Mar. 31, '97).	36 00
do do	D. Campbell	8	1	3 do from do	5 62
Esquimaux Point and Moisie.	P. Dupuis	121	6	Season 1896-97.	475 00
Esquimaux Point and Natashquan.	P. Preneveau	100	6	do	200 00
Etchemin and Lévis.	F. Joncas	6	12	12 months.	400 00
Etchemin and St. Jean Chrysostôme	F. Vermette	3	6	12 do	100 00
Etchemin and St. Nicholas.	N. Hébert	9	6	12 do	335 00
Etchemin, South Quebec and Hadlow Cove	P. E. Bourassa	4 & 3½	6 & 6	9 do (to Mar. 31, '97).	112 50
do do	F. Atchison	4 & 3½	6 & 6	3 do from do	37 50
Father Point and Railway Station.	J. Heppel	2	12	12 do	200 00
Fontanges and Tessierville.	A. Levasseur	8	2	6 do (to Dec. 31, '96).	40 00
Fontenelle and Gaspé Basin.	J. Stanley	8	1	12 do	40 00
Fortin and Matane.	N. Fortin	6	3	9 do (to Mar. 31, '97).	82 50
Fox River and Grande Grève.	E. Tapp	20	3	9 do do	213 75
do do	G. O'Connor	20	3	3 do from do	56 00
Fox River and Petite Madeleine.	A. Parent	51	2	9 do (to Mar. 31, '97).	375 00
do do	A. Clément	51	2	3 do from do	117 12
Frampton and Ste. Hénédine.	J. Audet	13	6	12 do	300 00
Frampton and Springbrook.	J. Clark	4	3	9 do (to Mar. 31, '97).	45 00
do do	G. H. Hurley	4	3	3 do from do	12 00
Fréchette and St. Nicholas.	A. Fortier	5	3	12 do	85 00
Gaspé Basin and Gaspé Bay South.	J. H. Eden	4½	3	12 do	75 00
Gaspé Basin and Grande Grève.	T. J. Miller	15	6	7 do (to Jan. 31, '97).	261 33
do do	A. Ferguson	15	6	5 do from do	164 57
Gaspé Basin and Paspébiac	G. Sutton	103	6	12 do	4,750 00
Gingras and St. Anselme Station.	A. Grégoire	5	3	1 do (to July 31, '96).	8 33
do do	D. Audet	5	3	6 do (to Feb. 28, '97).	46 65
Grande Baie and l'Anse St. Jean.	R. Gagnon	54	2	12 do	230 00
Grande Baie and St. Urbain de Charlevoix	A. Fortin	63	3	6 do 27 d. to Apl. 27 (broken period)	448 10
Grande Cascapedia and New Richmond.	N. Robetson	4½	2	12 do	80 00
Grand Fond and Murray Bay.	W. Dufour	8	1	12 do	26 00
Grand Métis and Métis Point.	C. N. Pagé	6	6	Part of season 1896.	60 00
Grand Métis and Railway Station.	do	3	12	12 months	200 00
Gronelines and Railway Station.	L. Côté	3½	12	12 do	240 00
Guay and Point Lévis.	J. Verreault	½	13 & 19	8 do (from Nov. 1, '96)	50 00

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DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c. - *Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hamilton Cove and Les Escoumains	E. Tremblay	35	2	3 months (to Sept. 30, '96)	185 00
do do	A. Tremblay	27	3	9 do from do	309 00
Hamilton Cove and Notre Dame de Betsiamits.	E. Tremblay	35	2	9 do (from Oct. 1, '96)	555 00
Hébertville and Railway Station	W. Fortin	3½	12 & 6	12 do	204 46
Hedleyville and St. Roch de Québec	H. Talbot	3¾	12	12 do	55 00
Isle aux Coudres and St. Paul's Bay	J. Dufour	9	3	12 do	300 00
Isle aux Grues and Montmagny	N. Lebel	6	2	12 do	248 75
Isle Verte and Notre Dame de l'Isle Verte	E. Fraser	6	2	12 do	160 00
Isle Verte and Railway Station	L. A. Bertrand	1	12	10 do (to Apl. 30, '97)	66 66
do do	O. A. Morency	1	12	2 do from do	12 66
Isle Verte and St. Paul de la Croix.	A. Boucher	10	2	12 do	130 00
Ivry and Notre Dame du Lac	J. L. Gagné	1½	6	7 do (to Jan. 31, '97)	58 33
do do	J. B. Leclerc	1½	6	5 do from do	25 00
Jonquières and Railway Station	O. Gagnon	¼	12	12 do	60 15
Jonquières and St. Cyriac	H. Gaudreau, sr.	10	1	6 do (to Dec. 31, '96)	26 00
Kamouraska and Railway Station	J. B. Pelletier	5	24	9 do (to Mar. 31, '97)	281 25
do do	P. Madore	5	24	3 do from do	48 75
Kiskissink and Railway Station	J. Bernier	¼	3	12 do	20 00
Lac au Sable and Railway Station	J. B. Darveau	100 ft.	12	12 do	30 00
Lac Clair and Tremblay	A. Dufour	18	1	12 do	100 00
Lachevrotière and Railway Station	V. Portelance	¾	6	12 do	30 00
Lac Matapedia and Railway Station	J. Smith	¼	6	12 do	75 00
Lac St. Joseph and Railway Station	J. L. Piché	100 ft.	12	12 do	35 00
La Décharge and Tremblay	J. Sheehy	21	1	12 do	103 00
Lake Beauport and Quebec	P. J. Brown	13	2	12 do	150 00
do do	do	13	1	Season 1896	21 60
Lake Edward and Railway Station	J. N. Baker	15 yds.	6	12 months	19 35
Lake Etchemin and Langevin	L. Mercier	12	6	7 do (to Jan. 31, '97)	169 16
do do	A. Fortier	12	6	5 do from do	81 25
Lake Etchemin and Ste. Rose de Watford	E. Bougie	12	2	9 do (to Mar. 31, 97)	56 25
Lake Etchemin and Ste. Rose de Watford	J. Lacasse	12	2	3 do from do	15 00
Lake Etchemin and Standon	F. Gosselin	12	6	7 do (to Jan. 31, '97)	157 50
do do	T. Binet	12	6	5 do from do	61 66
Lamartine and Railway Station	F. Deschène	2¼	3	12 do	60 00
Landvilla and Railway Station	C. Lavallée	2	6	8 do (to Feb. 28, '97)	40 00
L'Anse à Gilles and Railway Station	O. Langelier	2	6	12 do	100 00
L'Anse au Foin and Tremblay	C. Tremblay	8	4	12 do	150 00
L'Anse St. Jean and Petit Saguenay	M. Tremblay	12	1	Season 1896	52 00
L'Anse St. Jean and St. Etienne du Saguenay	J. Gagnon	21	2	9 mos. (from Oct. 1, '96)	180 00
La Petite Rivière St. François and St. Paul's Bay	P. Bouchard	8	6	7 do (to Jan. 31, '97)	204 16
La Petite Rivière St. François and St. Paul's Bay	E. Lavoie	8	6	5 do from do	62 50
Lauzon and Lévis	G. Bordeleau	2	12	12 do	90 00
Lauzon and St. Joseph de Lévis	R. Ruel	1¼	12	12 do	140 00
Lauzon and St. Joseph de Lévis Letter Box	J. B. Carrier	½	18	3 do (to Sept. 30, '96)	3 75
Lauzon and St. Joseph de Lévis Letter Box	G. Bordeleau	½	18	9 do from do	15 0
Laval and Quebec	J. Auclair	17	2	3 do (to Sept. 30, '96)	20 00
do do	M. Brown	17	2	9 do from do	37 50

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					§ cts.
Les Eboulements and Quai des Eboulements	G. Gagnon	3	3	9 mos. (from Oct. 1, '96).	54 99
Les Eboulements and St. Hilarion	F. Perron	8	6	11 do (to May 31, '97).	132 92
do do	A. Gilbert	8	6	1 do from do	12 08
Les Eboulements and Wharf	E. Tremblay	5	as req.	Part of seasons 1896 & 1897	80 40
Les Escoumains and Hamilton Cove	A. Tremblay	27	3	3 months (to Sept. 30, '96)	103 00
Les Escoumains and Tadousac	M. Maltais	27	4	12 do	480 00
Les Saules and Quebec	G. Tremblay	6	6	12 do	150 00
Lévis and Notre Dame de Lévis	M. Gagnon	1	19 & 13	9 do (to Mar. 31, '97).	157 50
Lévis and Quebec	J. Blais	1	18 & 12	12 do	290 00
Lévis and Railway Station (G. T. R.)	C. Laflamme	1	6	12 do	15 00
Lévis and Railway Station (I. C. R.)	A. Laflamme	1	24	12 do	90 52
Lévis and Railway Station (I. C. R.)	C. Laflamme	1	6	3 do & 23 dys. from Mar. 9, '97	9 90
Lévis and Railway Station (Q. C.)	F. Bégin	1	12	12 do	77 40
Lévis and Steamer	G. T. R. Co.			Special service	12 00
Lévis and St. Michel de Bellechasse	E. Poiré	15	6	12 months	300 00
Lévis and Street Letter Boxes	M. Gagnon	4	18	9 do (to Mar. 31, '97).	300 39
do do	J. B. Bélanger	4	as req.	3 do from do	92 00
L'Islet and Railway Station	B. Morin	24	12	6 do (to Dec. 31, '97).	62 50
do do	E. Morin	24	12	6 do from do	47 50
Little Métis and Railway Station	J. Macnider	6	6	Part of season 1896	54 00
Lorette and Railway Station	J. B. Linteau	8	12	12 months	42 00
Lorne House, Pointe à Pic and Wharf	W. Chamard	3/4 & 1/2	12	Season 1896	50 00
Lourdes du Blanc Sablon and Natashquan	J. Hébert	304	4	do 1896-97	350 00
Maria and Maria East	J. Beijold	5	3	12 months	75 00
Maria and Nouvelle	F. Giroux	22	6	7 do (from Dec. 1, '96)	396 41
Maria and St. Charles de Caplan	J. Robertson	17	6	5 do & 6 dys. (to Dec. 6, '96)	563 92
do do	do	17	6	6 do & 25 dys. (from Dec. 7, '96)	522 50
Matane and Railway Station	S. St. Laurent	32	6	12 do	700 00
Matane and Ste. Anne des Monts	D. Roy	57	3	12 do	648 00
Matane and St. Luc de Matane	J. Lebreux	6	3	3 do (from Apr. 1, '97)	18 75
Matapedia and Railway Station	E. Doiron	200 yds.	14	12 do	132 16
Matapedia and Runnymede	J. Lawlor	12	1	12 do	70 00
Mercier and Notre Dame du Rosaire	O. Pruneau	6	3	12 do	80 00
Métabetchouan and Railway Station	C. Gagnon	3	12	12 do	80 20
Métabetchouan and St. Hilaire du Lac St. Jean	P. Boivier	13 1/2	1	12 do	74 00
Miguasha and St. Jean L'Évangéliste	A. Labillois	5	1	12 do	38 00
Millstream and Railway Station	J. F. McDonald	30 ft.	6	12 do	30 00
Mistassini and Ticonabe	J. Trudel	18	2	9 do (to Mar 31, '97).	105 00
do do	N. Perreault	18	2	3 do from do	30 00
Moisie and Notre-Dame de Betsiamits	R. H. Montgomery	229	6	Season 1896-97	1160 00
Montauban and Railway Station	J. Chateauvert	1	12	12 months	60 00
Mont Carmel and Railway Station	L. P. St. Onge	3	6	12 do	97 00
Montmagny and Railway Station	A. Gamache	1	12	12 do	72 00
do do	C. Larcher	1	12	9 do (to Mar. 31, '97).	75 00
do do	W. Gamache	1	12	3 do from do	17 50
Morigeau and St. François de Montmagny Railway Station	O. Tremblay	2	6	12 do	40 00
Murray Bay and Ste. Agnès de Charlevoix	T. Lapointe	9	6	6 do (to Dec. 31, '96).	70 00
Murray Bay and Ste. Agnès de Charlevoix	C. Jean	9	6	6 do from do	69 74
Murray Bay and St. Paul's Bay	A. Bouchard	30	6	6 do (to Dec. 31, '96).	585 00
do do	E. Bouchard	30	6	6 do from do	424 50

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Murray Bay and St. Siméon.....	J. Couturier.....	20	6	6 months (to Dec. 31, '96)	280 00
do do.....	A. Villeneuve.....	20	6	6 do from do	195 00
Murray Bay and Wharf.....	G. Boulianne.....	3	as req.	Part of season 1896	192 50
do do.....	G. Trudel.....	3	as req.	Part of season 1897	30 90
New Richmond and Stanley House.	J. Brash.....	1½	as req.	Season 1896	17 40
Normandin and St. Félicien.....	A. Dumas.....	20	3	12 months	170 00
Notre Dame de Lévis and Villemay	M. Gagnon.....	1	6	9 do (to Mar. 31, '97)	45 00
Notre Dame de Rimouski and Rail- way Station.....	A. Parent.....	½	12	12 do	75 00
Notre Dame du Portage and Rail- way Station.....	A. Labbé.....	7	6	12 do	119 00
Notre Dame du Portage and St. Patrick.....	J. Beaulieu.....	3	6	Part of season 1896	26 40
Old Lake Road and Railway Station	P. Caron.....	¼	6	12 months	46 95
Ouïatchouan and Railway Station..	P. Desbiens.....	50 ft.	6	12 do	15 65
Paspebiac and St. Charles de Caplan	F. Arseneau.....	27	6	5 do and 6 days (to Dec. 6, '96)	563 92
do do.....	E. Steele.....	27	6	6 do and 25 days (from Dec. 7, '96)	675 84
Pentecost River and Pointe aux Anglais.....	N. Dugas.....	7	as req.	Part of season 1897	5 71
Perthus and Railway Station.....	E. L. Sewell.....	200 yds.	12	12 months	25 00
Petite Madeleine and Ste. Anne des Mouts.....	M. A. Côté.....	56	2	9 do (to Mar. 31, '97)	412 50
do do.....	G. Larouche.....	56	2	3 do from do	122 50
Pointe aux Orignaux and Rivière Ouelle.....	J. B. Hudon.....	2½	12 & 6	12 do	58 32
Pointe aux Trembles and Quebec..	A. Angers.....	22	6	7 do (to Jan. 31, '97)	288 16
do do.....	I. Magnien.....	22	6	5 do from do	145 00
Pointe Bleue and Roberval.....	L. E. Otis.....	5	3	12 do	85 00
Pont Rouge and Railway Station..	J. Denis.....	¾	as req.	12 do	92 00
Portneuf and Railway Station.....	E. Marcotte.....	1	12	12 do	100 00
Price and St. Octave Station.....	T. Nadeau.....	3	6	12 do	70 00
Quai de Rimouski and Rimouski..	C. Gasse.....	2	6	12 do	100 00
Quebec Letter Carriers Service..	Quebec Street Ry. Co.....	2	as req.	12 do	250 00
do do.....	St. John Street Ry. Co.....	1	as req.	12 do	200 00
Quebec and Lévis.....	A. Ouellet.....			Special service	23 70
Quebec Railway Station and Wharf	G. Hough.....	½	as req.	7 months (to Jan. 31, '97)	1,633 33
do do.....	A. Gagné.....	½	as req.	5 do from do	873 75
Quebec and Immigration Letter Box	E. Corneil.....	¾	as req.	Part of season 1896-97	25 71
Quebec and St. Jean and St. Fran- çois, I.O.....	A. Maranda.....	27	6	6 months (to Dec. 31, '96)	390 00
do do.....	do.....	27	6 & 3	6 do from do	322 50
Quebec and Spencer Cove.....	A. Cullen.....	5	12	12 do	250 00
Quebec and Stoneham.....	J. Corrigan.....	17	2	12 do	145 00
Quebec, Notre Dame de Quebec, St. John's Suburbs, &c.....	G. Hough.....	8½	31	7 do (to Jan. 31, '97)	1,067 50
do do.....	E. Savard.....	8½	31	5 do from do	415 66
Ravignon and Ste. Rose de Watford	F. Vaillancourt.	8	1	11 do (to May 31, '97)	36 66
do do.....	P. Provost.....	8	1	1 do from do	2 16
Rimouski and Railway Station.....	L. Lavoie.....	½	1 & 24	12 do	191 70
Rimouski and Ste. Blandine.....	J. Ross.....	9	4	6 do (to Dec. 31, '96)	54 50
do do.....	C. Martin.....	9	4	6 do from do	74 00

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Rivière à l'Ours and Railway Crossing.....	L. P. Godin.....	4	1	12 months.....	60 00
Rivière à Pierre and Railway Station.....	S. Grogan.....	4	12	12 do.....	20 00
Rivière au Doré and St. Félicien.....	L. Bélanger.....	12	1	12 do.....	72 00
Rivière aux Pins and St. Gabriel Station.....	M. Hayes.....	6½	2	12 do.....	72 00
Rivière du Loup and Railway Station.....	M. L. G. Marchand.....	1½	40	12 do.....	780 44
do do.....	L. Emond.....	1½	6	3 do and 24 days (from March 8, '97)..	24 75
Rivière du Loup and Street Letter Box.....	M. L. G. Marchand.....	1½	25	12 do.....	130 40
Rivière du Loup and Rivière du Loup Wharf.....	A. Bérubé.....	2½	12	3 do (to Sept. 30, '96)..	98 10
Rivière du Loup and Wharf.....	L. T. Pinze.....	3	as req.	3 do and 13 days (to Oct. 13, '96)..	60 90
Rivière Gilbert Gold Mines and St. Benjamin.....	G. Mathieu.....	8	1	12 do.....	70 00
Rivière Ouelle and Railway Station.....	S. LeBrun.....	4	12	12 do.....	144 00
Rivière Ste. Marguerite and Tadoussac.....	A. Fortin.....	21	1	12 do.....	94 00
Rivière Trois Pistoles and Railway Station.....	A. Rioux.....	¼	12	12 do.....	60 00
Roberval and Railway Station.....	J. Potvin.....	¼	24	3 do (to Sept. 30, '96)..	27 50
do do.....	do.....	¼	12	8 do (to May 31, '97)..	36 66
Roberval and St. Pierre.....	J. Auclair.....	10	6	12 do.....	225 00
Roberval Hotel and Railway Station.....	H. G. Beemer.....	200 yds.	12	Part of season 1896.....	10 00
Rousseau's Mills and Railway Station.....	E. Vallée.....	30 yds.	3 & 6	2 months (from May 1, '97)	1 66
St. Alban and Railway Station.....	R. Rivard.....	7	6	12 do.....	119 00
St. Alexandre de Kamouraska and Railway Station.....	R. Potvin.....	¼	12	6 do (to Dec. 31, '96)..	30 00
do do.....	R. Ouellet.....	¼	12	2 do (to Feb. 28, '97)..	8 33
do do.....	A. M. Ouellet.....	¼	12	4 do from do.....	13 33
St. Alexandre de Kamouraska and St. Eleuthère.....	R. Potvin.....	24	1	6 do (to Dec. 31, '96)..	50 00
do do.....	F. Vaillancourt.....	24	1	6 do from do.....	35 00
St. Anaclet and Railway Station.....	L. St. Pierre.....	2½	12	3 do (to Sept. 30, '96)..	23 00
do do.....	do.....	2½	12	6 do (to Mar. 31, '97)..	62 50
do do.....	H. Ruel.....	2½	12	3 do from do.....	16 50
St. André de Kamouraska and Railway Station.....	E. Michaud.....	5	12	12 do.....	300 00
Ste. Angèle de Rimouski and St. Joseph de Lépage.....	A. Beaulieu.....	6¾	6	6 do (to Dec. 31, '96)..	67 50
do do.....	do.....	6¾	6	6 do from do.....	80 09
Ste. Anne de Beaupré, St. Joachim de Montmorency and St. Tite des Caps.....	J. Giguère.....	12	6	1 do (to July 31, '96)..	39 09
do do.....	A. Renaud.....	12	6	11 do from do.....	197 07
Ste. Anne de la Pocatière and Railway Station.....	J. O. Ouellet.....	1	24	12 do.....	231 20
Ste. Anne de la Pocatière and St. Onézime.....	G. Ouellet.....	6	3	6 do (to Dec. 31, '96)..	58 50
do do.....	A. Ouellet.....	6	3	6 do from do.....	40 00
St. Anselme and Railway Station.....	F. Lamontagne.....	1	12	3 do (to Sept. 30, '96)..	20 00
do do.....	L. V. Bernier.....	1	12	9 do from do.....	88 20
St. Anselme and Ste. Claire.....	F. Lamontagne.....	7	6	3 do (to Sept. 30, '96)..	43 75
St. Antonin, Railway Station and Old Lake Road.....	R. Levesque.....	4½	6	12 do.....	109 55
St. Arsène and Railway Station.....	A. Dionne.....	200 yds.	12	5 do from Feb. 1, '97..	12 50
St. Arsène and Viger.....	do.....	6	6	12 do.....	135 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Aubert and Railway Station....	C. Dubé.....	1½	12	12 months.....	130 00
St. Aubert and St. Paimphile.....	P. St. Pierre.....	31	2 & 3	6 do (to Dec. 31, '96).	132 50
do do	C. Bois.....	31	3	6 do from do ..	116 50
St. Bazile de Portneuf and Railway Station.....	F. Paquet.....	2½	6	12 do.....	80 00
St. Bazile Station and Railway Station.....	C. A. Delège.....	150 yds.	6	12 do.....	12 00
St. Bruno de Kamouraska and St. Paschal.....	P. Côté.....	7	3	6 do (to Dec. 31, '96).	50 00
St. Bruno de Kamouraska and St. Paschal.....	C. Lebrun.....	6	3	6 do from do ..	35 00
St. Casimir and Railway Station....	H. Martin.....	4½	12	9 do (to Mar. 31, '97).	162 00
do do	C. Tiganier.....	4½	12	3 do from do ..	35 00
St. Casimir and St. Ubalde.....	J. Soulard.....	11	6	7 do (to Jan. 31, '97).	157 50
do do	E. Soulard.....	11	6	5 do from do ..	112 50
St. Catherine and Railway Station	P. Julien.....	1	6	12 do.....	100 00
St. Charles, Rivière Boyer, and Railway Station.....	E. Bilodeau.....	1	6	12 do.....	23 25
St. Claire and St. Anselme Railway Station.....	P. Ouellet.....	5	6	9 do from Oct. 1, '96.	75 00
St. Claire and St. Malachie.....	P. Turgeon.....	10	6	11 do (to May 31, '97).	245 66
do do	A. Turgeon.....	10	6	1 do from do ..	11 58
St. Clément and St. Cyprien.....	J. Dionne.....	5	2	12 do.....	60 00
St. Clément and St. Eloi.....	E. Boucher.....	12	3	12 do.....	138 00
St. Cyrille de l'Islet and Railway Station.....	J. B. Cloutier.....	7½	3	6 do (to Dec. 31, '96).	75 00
St. Cyrille de l'Islet and Railway Station.....	L. Bélanger.....	7½	3	5 do (to May 31, '97)	33 33
St. Cyrille de l'Islet and St. Marcel de l'Islet.....	T. Touchette.....	15	1	9 do (to Mar. 31, '97).	56 25
St. Cyrille de l'Islet and St. Marcel de l'Islet.....	P. Pelletier.....	15	1	2 do (to May 31, '97).	12 50
St. Damase de Rimouski and St. Moïse Station.....	A. Lamontagne.....	7	3	12 do.....	80 00
St. Damien de Buckland and St. Lazare de Bellechasse.....	G. Larochelle.....	7	6	6 do (from Jan. 1, '97)	58 50
St. David de Lévis and Hadlow Cove Road.....	J. Hallé.....	1	12	6 do (to Dec. 31, '96).	47 50
St. David de Lévis and Hadlow Cove Road.....	N. Bégin.....	1	12	6 do from do ..	40 00
St. Denis de la Boutellerie and Railway Station.....	F. Thibault.....	4	12	12 do.....	124 00
St. Eloi and Railway Station.....	P. Langelier.....	3	6	9 do (to Mar. 31, '97).	75 00
do do	E. Godbout.....	3	6	3 do from do ..	12 25
St. Etienne du Saguenay and Tadoussac.....	E. Hillier.....	10	2	12 do.....	294 00
St. Fabien and Railway Station....	E. Jean.....	1	12	12 do.....	47 00
St. Famille d'Orléans and St. Pierre d'Orléans.....	A. Maranda.....	8	3	6 do (to Dec. 31, '96).	60 00
St. Famille d'Orléans and St. Pierre d'Orléans.....	do.....	8	3	6 do from do ..	42 50
St. Félicien and St. Prime.....	T. Bouchard.....	9	6	12 do.....	225 00
St. Félicien and Ticonabé.....	N. Perreault.....	5 & 12	3	12 do.....	80 00
St. Flavie and Railway Station....	P. E. Chouinard.....	3 & 12	24	7 do (to Jan. 31, '97).	233 33
do do	L. Levesque.....	3 & 12	6 & 12	5 do from do ..	104 16
St. Flavie Station and St. Joseph de Lepage.....	J. St. Amand.....	1½	6	9 do (to Mar. 31, '97).	37 50
St. Flavie Station and St. Joseph de Lepage.....	D. Gagné.....	1½	6	3 do from do ..	12 50
St. Françoise and Trois Pistoles..	F. Morin.....	7½	3	12 do.....	90 00
St. François de Montmagny and Railway Station.....	E. C. Boulet.....	1½	12	7 do (to Jan. 31, '97).	65 64
St. François de Montmagny and Railway Station.....	A. Jean.....	1½	12	5 do from do ..	33 32

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
St. François Xavier de Viger and Viger	A. Jalbert, jr..	6	4	7 months (to Jan. 31, '97)	\$ 70 00
St. François Xavier de Viger and Viger	F. Castonguay..	6	4	5 do from do ..	33 32
St. Gabriel de Rimouski and Ste. Luce Railway Station	A. Caron....	18	3	12 do	148 00
St. Gabriel Station and Railway Station	K. O'Donnell...	10 yds.	6	12 do	16 00
St. Gédéon and Railway Station	T. Maltais.....	1	12	12 do	78 18
St. George East and St. Prosper de Dorchester	M. Gagnon.....	12½	2	11 do (to May 31, '97).	73 33
St. George East and St. Prosper de Dorchester	J. Rodrigue.....	12½	2	1 do from do ..	6 58
St. Germain de Kamouraska, Ste. Hélène de Kamouraska and Pointe Sèche	J. Moreau.....	6 & 4	6	12 do	200 00
St. Gervais and Railway Station	F. Roy.....	5½	6	12 do	100 00
St. Gervais and St. Lazare de Bellechasse	J. Bélanger.....	6	6	7 do (to Jan. 31, '97).	104 41
St. Gervais and St. Lazare de Bellechasse	A. Blouin.....	6	6	5 do from do ..	33 32
St. Gervais and St. Nérée	D. Lamontagne..	9	6	7 do (to Jan. 31, '97).	117 22
do do	L. Fortier....	9	6	6 do from do ..	39 58
Ste. Hélène de Kamouraska and Railway Station	A. Ouellet.....	½	12	7 do (to Jan. 31, '97).	23 33
Ste. Hélène de Kamouraska and Railway Station	A. Bérubé.....	¼	12	5 do from do ..	13 31
Ste. Hénédine and Railway Station	J. Mercier.....	¼	12	12 do	60 00
do do (Local)	do	¼	6	8 do & 20 dys. (from Oct. 12, '96)..	21 60
St. Henri de Lévis and Railway Station	T. Couet.....	½	12	12 do	70 00
St. Henri de Lévis and Railway Station (Local)	do	½	6	8 do & 20 dys. (from Oct. 12, '96)..	25 19
St. Henri de Lévis and St. Isidore de Dorchester	J. Turgeon.....	10	6	12 do	179 00
St. Henri de Lévis and St. Lambert de Lévis	Z. Buteau	10	6	9 do (to Mar. 31, '97).	150 00
St. Henri de Lévis and St. Lambert de Lévis	O. Roy.....	10	6	3 do from do ..	37 00
St. Henri Station and Railway Station	G. Demers	¼	12	12 do	100 00
St. Jean de Dieu and Trois Pistoles	M. D'Auteuil...	13	3	7 do (to Jan. 31, '97).	84 00
do do	L. Lafrance.	13	3	5 do from do ..	56 25
St. Jean Port Joli and Railway Station	G. Poitras	1½	12	6 do (to Dec. 31, '96).	80 00
St. Jean Port Joli and Railway Station	J. Pelletier.....	1½	12	6 do from do ..	49 00
St. Joseph d'Alma and Railway Station	X. Létourneau..	9	6	6 do (to Dec. 31, '96).	126 40
St. Joseph d'Alma and Railway Station	J. Tremblay.....	9	6	6 do from do ..	106 95
Ste. Louise and Railway Station	L. Gagnon	1½	12	12 do	48 00
Ste. Luce and Railway Station	J. Tremblay.....	2	12	12 do	140 00
Ste. Malachie and St. Nazaire de Buckland	A. Pelchat.....	8	1	12 do	40 00
Ste. Malachie and Standon	E. W. Nicholson	13	6	12 do	225 00
St. Marcel de L'Islet and Railway Station	E. Moreau.....	22½	3	1 do (from June 1, '97)	23 33
St. Mathieu and Railway Station	F. Parent.....	3	6	12 do	158 00
St. Michel Station and Railway Station	J. Comfoltey....	15 yds.	6	12 do	15 00
St. Modeste and St. Modeste Railway Station	D. Chouinard....	4½	6	7 do (to Jan. 31, '97).	67 40
St. Modeste and St. Modeste Railway Station	E. Therriault....	4½	6	5 do from do ..	56 25
St. Moïse and Railway Station	J. Plourde	2½	6	12 do	90 00

Post Office Department.

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

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Moise Station and Railway Station	J. Vaillancourt	1	12	12 months	36 00
St. Pacôme and Railway Station	F. Michaud	1½	12	12 do	125 00
St. Patrick and Railway Station	T. C. Picard	4	6	Part of season 1896	55 50
St. Paul du Buton and St. Pierre de Montmagny	E. Proulx	17	3	12 months	275 00
St. Paul's Bay and St. Tite des Caps	T. Dufour	26	6	12 do	760 00
St. Paul's Bay and St. Urbain de Charlevoix	T. Tremblay	9	6	6 do (to Dec. 31, '96)	75 00
do do	J. Labbé	9	6	6 do from do	60 50
St. Paul's Bay and Wharf	E. Coudie	3	as req.	Part of seasons 1896 and '97	95 04
St. Philippe de Nery and Railway Station	F. Deschène	3	12	12 months	40 00
St. Pierre de Montmagny and Railway Station	J. Boucher	2	12	9 do (to Mar. 31, '97)	56 25
do do	A. Gendron	2	12	3 do from do	20 00
St. Raphaël East and Railway Station	P. Gauthier	6	6	9 do (to Mar. 31, '97)	112 50
do do	J. Lantagne	6	6	3 do from do	9 00
St. Raymond and Railway Station	A. Paquet	½	24 & 18	12 do	104 50
St. Roch de Québec and Stadacona	F. Cliche	1½	3	12 do	50 00
St. Sauveur de Québec and Sans Bruit	L. P. Pelletier	1	12	9 do (from Oct. 1, '96)	45 00
St. Siméon and Tadousac	F. Boulianne	22	4 & 3	12 do	500 00
St. Siméon de Rimouski and Railway Station	C. Gauvin	1	12	12 do	56 00
St. Valier and Railway Station	J. Corriveau	3	6	7 do (to Jan. 31, '97)	58 33
do do	do	3	6	5 do from do	20 14
Sayabec and Railway Station	H. Boulay	¾	12	9 do (to Mar. 31, '97)	22 50
do do	T. Boucher	¾	12	3 do from do	8 74
Sillery Cove and Spencer Cove	M. A. McCormick	1½	6	9 do (to Mar. 31, '97)	37 50
do do	F. Bergeron	1½	6	3 do from do	12 50
South Quebec and Railway Station	J. Ritchie	200 yds.	36	12 do	150 00
South Quebec and Wharf	X. Thibault			Special trip	2 00
Stoneham and Tewkesbury	J. Falardeau	7½	2	12 months	50 00
Tadousac and Wharf	F. Marquis	¾	as req.	Part of seasons 1896 and '97	58 20
Trois Pistoles and Railway Station	A. Pelletier	¼	24	12 months	74 08
Trois Saumons and Railway Station	B. Gaumond	2	6	12 do	68 00
Valcartier and Railway Station	J. McBain	6	6	12 do	185 00
Village des Aulnaies and Railway Station	L. O. Francoeur	5	12	8 do (to Feb. 28, '97)	120 00
do do	J. B. Strois	5	12	4 do from do	52 00
Transfer of Mail at Levis	A. Ouellet		3	do (from Apr. 1, '97)	105 00
				Total	\$57,006 35

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

SHERBROOKE POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercorn and Railway Station....	M. L. Jeune....	3	12	12 months.....	80 00
Adamsville and Railway Station....	D. Larivée....	3	12	12 do	74 00
Adderley and St. Pierre Baptiste....	J. Fortier....	3	3	12 do	56 00
Adstock and Robertson Station....	H. Bolduc....	9	3	12 do	212 00
Agnes and Audet.....	M. Audet....	10	1	12 do	52 00
Agnes and Railway Station (C.P.)....	J. S. Wilson....	32	18	12 do	54 00
do do (Q.C.)....	do	1	12	2 do and 27 days (to Dec. 31, '96)....	9 56
do do (Q.C.)....	F. Lapointe....	1	12	6 do from do	25 00
Agnes and Ste. Cécile de Whitton....	H. Slasor....	9	2	3 do (to Sept. 30, '96) and extra trips....	25 81
Agnes and Three Lakes.....	H. W. Albro....	10	1	12 do	44 00
Aird, Clarenceville and Miranda....	M. J. Burwort....	6 & 4	3	6 do (to Dec. 31, '96)....	48 00
do do	H. L. Smith....	6 & 4	3	6 do from do	37 50
Angéline and St. Alphonse de Granby....	E. E. Forgues....	4	6	12 do	150 00
Armstrong and St. Théophile....	J. Richard....	2½	2	12 do	35 00
Ascot Corner and Railway Station....	O. A. Proulx....	½	12	12 do	45 00
Ascot Corner and Westbury....	F. Lothrop....	4	3	12 do	50 00
Aubert Gallion and St. George, Beauce....	M. G. Pozer....	¾	6	12 do	35 00
Ayer's Flat and Kingscroft....	M. L. Geddes....	6	3	12 do	83 00
Ayer's Flat and Railway Station....	H. G. Ayer....	½	12	12 do	60 00
Baldwin's Mills and Corliss.....	W. K. Baldwin....	3	6	12 do	90 00
Beauce Junction and Jersey Mills....	R. Groleau....	26½	6	6 do (to Dec. 31, '96) and extra trips....	306 67
Beauce Junction and Railway Station....	V. Bilodeau....	64 yds.	12	3 do and 3 days (to Oct. 3, '96)....	10 33
do do	do	64 yds.	24	8 do and 26 days (from Oct. 5, '96)....	44 35
Beauce Junction and Saints Anges....	E. Fontaine....	8	6	12 do	142 00
Beaudoin and St. Ferdinand....	L. Côté....	5	2	12 do	80 00
Bedford and Pearceton....	J. Briggs....	8½	6	12 do	250 00
Beebe Plain and Railway Station....	C. H. McClintock....	¼	12	12 do	75 00
Bennett and Maple Grove.....	J. Bennett....	3	3	12 do	60 00
Beranger and Durham.....	S. Cook....	4	2	12 do	60 00
Bethel and South Durham.....	J. Mallette....	5	3	12 do	70 00
Birchton and Railway Station....	R. Bridgette....	1½	12	12 do	50 00
Birchton and Sand Hill....	J. H. Laboree....	4	3	12 do	75 00
Bishop's Crossing and East Dudswell....	H. R. Bishop....	3	2	12 do	52 00
Black Lake and New Ireland....	D. Lemay....	10	3	12 do	120 00
Black Lake and Railway Station....	A. Blondeau....	100 yds.	12	12 do	40 00
do do	do	100 yds.	12	6 do (to April 30, '96)....	20 00
Black Lake and Reed's Mines....	C. Paradis....	2	3	1 do (to July 31, '96)....	4 58
Black Lake and Werthemis Mines....	do	1½	6	11 do (from Aug. 1, '96)....	61 41
Boissonneault and Ste. Agathe de Lotbinière....	O. Boissonneault....	4	3	12 do	50 00
Bolton Centre, Kuowlton and Tuck's Landing....	I. Mooney....	18 r.t.	6	3 do (to Sept. 30, '96)....	175 00
do do	E. Cook....	18 r.t.	6	9 do from do	412 50
Bolton Forest and Eastman....	D. E. Philips....	2	3	3 do (to Sept. 30, '96)....	12 50
do do	A. Dingman....	2	3	9 do from do	37 50
Bondville and Foster....	W. A. McIntosh....	4	6 s 3 w	12 do	87 50
Boscobel and Roxton Falls....	J. Hackwell....	8	1	12 do	45 00
Boynton and Fairfax....	R. Towle....	4½	3	12 do	75 00
Boynton and Railway Station....	A. R. Hills....	¼	12	12 do	60 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brigham and Farnham Centre.....	P. E. O'Connor.	2	6	12 months	100 00
Brigham and Railway Station.....	J. Harrison, jun.	2	12	12 do	48 00
Brome and Turkey Hill.....	G. M. Sweet.....	5	2	12 do	50 00
Brome Centre, Gilman and West Brome.....	C. A. Hunt.....	6 $\frac{3}{4}$	6 & 3	12 do	152 00
Brompton and Brompton Falls.....	H. Addison.....	4	3	12 do	80 00
Brookbury and Robinson.....	R. Rowe.....	5	2	12 do	48 00
Broughton Station and East Broughton.....	J. E. Lessard.....	5 $\frac{1}{2}$	6	12 do	125 00
Broughton Station and Railway Station.....	C. McGee.....	150 ft.	12	12 do	40 00
Broughton Station and West Broughton.....	E. Bolduc.....	6 $\frac{1}{2}$	6	12 do	115 00
Bulwer and Railway Station.....	A. Sanborn.....	30 yds.	12	12 do	36 00
Canaan and Coaticook.....	T. J. B. Trihey.....	19	2	3 do (to Sept. 30, '96).....	50 00
Canterbury and Scotstown.....	R. Groom.....	5	2	12 do	60 00
Capelton and Eustis.....	J. Blue.....	1 $\frac{1}{2}$	12	12 do	78 00
Capelton and Railway Station.....	S. L. Spafford.....	100 rods	24	12 do	80 00
Castlebar and Danville.....	J. Jarvis.....	5	6	12 do	175 00
Channay and Piopolis.....	O. Martel.....	9	1	12 do	50 00
Channell and Millington.....	C. L. Channell.....	3 $\frac{3}{4}$	3	12 do	100 00
Charrington and East Clifton.....	H. E. Cairns.....	4 $\frac{1}{2}$	2	12 do	40 00
Chartierville and La Patrie.....	M. Labbé.....	9	3	12 do	90 00
Cherry River and Magog.....	R. A. Buzzell.....	4	3	12 do	50 00
Clapham and Hill Crest.....	R. Kerr.....	1 $\frac{1}{2}$	2	12 do	35 00
Clapham and Inverness.....	J. Forbes.....	13 $\frac{1}{2}$	3	9 do (to Mar. 31, '97).....	117 00
do do	E. A. McRae.....	13 $\frac{1}{2}$	3	3 do from do	33 50
Clarenceville and Lacolle Railway Station.....	M. J. Burwort.....	4	6	12 do	240 00
Clarenceville and Wolfe's Ridge.....	do	4	3	12 do	40 00
Coaticook and Gosselin's Mills.....	I. Gosselin.....	12	6	3 do from Apr. 1, '97.....	68 00
Coaticook and Ladd's Mills.....	M. I. Ladd.....	2 $\frac{3}{4}$	3	12 do	50 00
Coaticook and North Coaticook.....	J. Meade.....	1 $\frac{1}{2}$	12	12 do	85 00
Coaticook and Perryboro'.....	E. H. Birch.....	9 $\frac{1}{2}$	6	12 do	240 00
Coaticook and Railway Station.....	D. Boyle.....	1 $\frac{1}{2}$	12	12 do	24 00
Coaticook and Rock Island.....	H. A. Channell.....	20	6	7 do (to Jan. 31, '97).....	262 50
do do	A. A. Gignac.....	20	6	5 do from do	187 50
Coaticook and St. Edwidge.....	G. Boulay.....	10	6	9 do (to Mar. 31, '97).....	225 00
Coleraine Station and Railway Station.....	J. Roberge.....	67 yds.	12	12 do	40 00
Coleraine Station and Wolfestown.....	P. Roberge.....	9	6	12 do	189 00
Compton and Martinville.....	J. M. Thompson.....	6	6	12 do	180 00
Compton and Railway Station.....	S. Todd.....	1 $\frac{1}{2}$	6	12 do	19 00
Cookshire and Flanders.....	A. J. Harvey.....	4 $\frac{1}{2}$	3	12 do	65 00
Cookshire and Railway Station, (C.P.R.).....	S. J. Osgoode.....	1 $\frac{1}{4}$	24 & 30	12 do	103 00
do do (M. C.)	do	1 $\frac{1}{4}$	12	9 do (to Mar. 31, '97).....	39 00
Cookshire Railway Station and Island Brook.....	J. Miller.....	10	6	9 do (to Mar. 31, '97).....	168 75
do do	A. Miller.....	10	6	3 do from do	43 50
Copperfield and West Broughton.....	P. Landry.....	2 $\frac{1}{2}$	3	12 do	49 75
Corris and Railway Station.....	J. Messier.....	100 ft.	12	12 do	25 00
Coté's Mills and St. Fortunat.....	G. Gosselin.....	2 $\frac{1}{2}$	3	9 do (to Mar. 31, '97).....	48 75
do do	L. Gaudreau.....	2 $\frac{1}{2}$	3	3 do from do	12 25
Cowansville and Railway Station.....	J. E. O'Halloran.....	1 $\frac{1}{4}$	12	12 do	72 00
Crossbury and Robinson.....	W. Ross.....	3	2	12 do	30 00
Cumberland Mills and River Gilbert.....	T. J. Taylor.....	8	1	12 do	52 00
Dalling and Racine.....	P. Carlin.....	6	3	12 do	90 00
Danville and Railway Station.....	O. M. J. Ingalls.....	1 $\frac{1}{2}$	5	9 do (to Mar. 31, '97).....	28 50
do do	E. J. Connelly.....	1 $\frac{1}{2}$	5	3 do from do	7 50

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Danville and St. Camille	A. Boisclair	17	3	12 months	199 00
do do	H. Nault	17	3	3 do (from Apr. 1, '97)	44 75
Danville and St. George de Windsor	C. Clément	11½	6	12 do	270 00
Danville and South Ham	L. A. Turcotte	24	3	9 do (to Mar. 31, '97)	277 50
Dell and Scottstown	M. J. McDonald	5½	2	12 do	70 00
Dennison's Mills and St. Cyr	R. E. Dyson	1½	6	12 do	100 00
Derby Line (Vermont) Rock Island and Stanstead	H. A. Channel	1 & 1½	6 & 18	12 do	180 00
Dillon and Eastman	F. P. Dufresne	3	6	12 do	126 00
D'Israëli and Railway Station	J. E. Rheault	2 acres	12	12 do	32 00
D'Israëli and St. Fortunat	G. Gosselin	13	6	12 do	280 00
D'Israëli and St. Praxède	L. Langlois	5	1	8 do and 27 days (from Oct. 5, '96)	36 95
Dixville and Railway Station	B. R. Baldwin	½	12	12 do	60 00
Dudswell Centre and Railway Station	C. W. Evans	2½	12	12 do	200 00
Dunboro' and Sweatsburg Railway way Station	W. F. Lee	4	6	12 do	140 00
Durham and East Durham	J. G. Wales	3½	6	9 do (to Mar. 31, '97)	99 00
do do	do	3½	6	3 do from do	28 75
Durham, Stanbridge East and Stanbridge Station	H. J. Minckler	13 & 7	6	12 do (less fines)	491 00
East Angus and Linda	D. B. Hall	1½	3	12 do	50 00
East Angus and Railway Station	J. F. Wilson	100 yds.	12	12 do	26 00
East Angus and South Dudswell	O. Lepitre	6½	3	12 do	90 00
East Arthabaska and Laroche	T. Noël	4	3	3 do (to Sept. 30, '96)	18 62
do do	D. Boulanger	4	3	9 do from do	54 00
East Clifton and Railway Station	H. E. Cairns	2½	6	12 do	110 00
East Farnham and Railway Station	C. H. Mansfield	1	12	12 do	150 00
East Hereford and Ry. Station	J. Aubertin	½	12	12 do	60 00
East Magdala and Lyster	C. Gosselin	4	1	12 do	35 00
Eastman and Oxford Mountain Railway Station	E. J. Estey	300 ft.	24	12 do	40 00
Eastman and St. Etienne de Bolton	L. Decelles	5	6	6 do (to Dec. 31, '96)	65 00
do do	L. Bachan	5	6	6 do from do	62 50
Eaton and Railway Station	M. Lebourveau	¾	12	9 do (to Mar. 31, '97)	75 00
do do	do	¾	12	3 do from do	30 00
Echo Vale and Railway Station	J. P. Jones	33 yds.	12	12 do	18 00
Echo Vale Railway Station and Piopolis	O. Martel	8½	6	12 do	250 00
Egypte and St. Ephrem d'Upton	C. D. Chaput	8½	6	12 do	150 00
Farnboro and West Shefford	J. Enright	2½	3	12 do	52 00
Farnon and Railway Station	G. Kennedy	250 ft.	12	12 do	36 00
Farnham and Railway Station (C. P. & C. V.)	W. F. Choquette	200 yds.	36	9 do (to Mar. 31, '97)	135 00
do do	do	200 yds.	36	3 do from do	30 00
Farnham and Stanbury	M. J. Beattie	8	2	12 do	120 00
Fouteny and Melbourne	S. Fraser	6	2	12 do	48 00
Foster and Railway Station	E. C. Inglis	¾	24	12 do	40 00
Foster and Waterloo	C. H. Young	.....	.....	Special service	2 00
Frelighsburg and North Pinnacle	G. C. Chadburn	6½	3	12 months	89 48
Frelighsburg and St. Armand Station	A. Shelter	10	6	9 do (to Mar. 31, '97)	252 75
do do	do	10	6	3 do from do	73 50
Frelighsburg and Sweatsburg	G. N. Gales	13½	6	12 do	359 00
Frost Village and Waterloo	A. McKinney	2½	6	12 do	96 00
Fulford and Laroche	R. Armstrong	3	3	12 do	49 00
Fulford and Railway Station	H. Booth	1	12	12 do	60 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Galson and Gould.....	Mrs. M. Morrison.....	5½	2	12 months.....	42 00
Garthby Station and Railway Station.....	T. Jacques.....	3½ acres.	12	12 do	54 00
Georgeville and Knowlton Landing.....	D. A. Bullock.....	3	3	9 do (from Oct. 1, '96)	75 00
Georgeville and Magog.....	A. Finlayson.....	10	6	12 do	260 00
Georgeville and Magoon's Point.....	W. H. Brevoort.....	5½	2	12 do	52 00
Georgeville and Stanstead Junction.....	H. N. Bigelow.....	13	6	12 do	400 00
Georgeville and Steamboat Wharf.....	W. M. Keyes.....	100 yds.	10	Season 1896	15 00
Georgeville and Tuck's Landing.....	D. A. Bullock.....	3	3	3 mos. (to Sept. 30, '96)	19 50
Glen Iver and Sherbrooke.....	C. Béchard.....	7½	3	9 do (to Mar. 31, '97)..	81 75
do do	J. McIver.....	7½	3	3 do from do	22 00
Glen Murray and Inverness.....	W. G. White.....	4	6	12 do	80 00
Gould and North Hill.....	N. McDonald.....	4½	2	12 do	42 00
Gould and Red Mountain.....	C. Smith.....	5	2	12 do	40 00
Gould and Scotstown.....	A. Morrison.....	7½	6	9 do (to Mar. 31, '97)..	249 75
do do	E. Roberge.....	7½	6	3 do from do	45 00
Gould Station and Railway Station.....	M. Morrison.....	4	12	12 do	40 00
Granboro' and Granby.....	F. Garceau.....	12½	3	12 do	90 00
Granby and Railway Station.....	S. Page.....	1	18	12 do	136 00
Granby and Ste. Cécile de Whitton.....	A. Rochon.....	9½	6	12 do	240 00
Granby and Shefford Mountain.....	G. W. Williams.....	6½	3	12 do	97 00
Grandes Coudées and Jersey Mills.....	E. J. Cahill.....	14	3	12 do	180 00
Greenshields and St. Cyr.....	G. Dyson.....	4	3	12 do	55 00
Hall's Stream and Hereford.....	W. J. Ellis.....	5	2	6 do (from Oct. 1, '96)	66 75
Hall's Stream and Railway Station.....	L. P. Hovey, executor.....	30 rods.	12	12 do	24 00
Hardwood Flat and Robinson.....	W. R. Todd.....	3½	2	12 do	26 00
Hatley and Massawippi Railway Station.....	F. W. Maloney.....	3½	12	12 do	140 00
Hendersonvale and Millfield.....	G. Little.....	5	2	9 do (to Mar. 31, '97)..	31 20
do do	J. Wright.....	5	2	3 do from do	10 12
Inverness and Kinnear's Mills.....	W. Cox.....	22	3	12 do	139 00
Inverness and New Ireland.....	T. Larouche.....	17	3	12 do	169 00
Inverness and Ste. Julie Station.....	D. Gagné.....	11	7	12 do	220 00
Iron Hill and West Shefford.....	W. Moffett.....	6½	6	12 do	190 00
Island Brook and New Mexico.....	E. Dawson.....	4½	3	12 do	58 48
Jersey Mills and Marlow.....	E. J. Cahill.....	13	6	9 do (to Mar. 31, '97)..	300 00
do do	L. Gendreau.....	13	6	3 do from do	97 50
Jersey Mills and St. Francois, N.E. do do	N. Groleau.....	12½	6	3 do (to Mar. 31, '97)..	182 73
do do	C. Grondin.....	12½	6	3 do from do	62 00
Johnville and Railway Station.....	R. A. Smith.....	76 yds.	12	12 do	36 00
Katevale and North Hatley.....	P. Gingras.....	4½	3	9 do (to Mar. 31, '97)..	63 75
do do	C. C. Tremblay.....	4½	3	3 do from do	20 00
Keith and Robinson.....	A. McLennan.....	8½	3	12 do	96 00
Kingsbury and Melbourne Ridge.....	W. Brodrick, Jr.....	5½	3	9 do (to Mar. 31, '97)..	127 50
do do	E. Mignault.....	5½	3	3 do from do	37 50
Kinnear's Mills and Robertson Station.....	E. Steverman.....	11	6	9 do (to Mar. 31, '97)..	179 25
do do	W. T. Morrison.....	11	6	3 do from do	57 44
Knowlton and Railway Station.....	A. E. Kimball.....	4	12	12 do	48 42
Knowlton and Sutton Junction.....	C. A. Stone.....	7	12	9 do (to Mar. 31, '97)..	293 75
do do	Lloyd & Hall.....	7	12	3 do from do	70 20
Knowlton and West Bolton.....	C. W. Beale.....	3	3	12 do	55 00

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division,
&c.—Continued

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
La Beauce and Railway Station ...	J. B. Grégoire...	$\frac{1}{2}$	12	3 months and 4 days (to Oct. 4, '96)...	12 97
do do	do	$\frac{1}{2}$	24	8 do and 27 days (from Oct. 5, '96) ..	73 91
La Beauce and St. Elzéar de Beauce	I. Racine	3	6	12 do	110 00
Lake Aylmer and Lake Weedon...	U. St. Cyr.....	12	6	12 do	250 00
Lake Mégantic and Railway Station (C. P.).....	J. Thibodeau	275 yds.	12	6 do and 19 days (to Jan. 19, '97)...	19 90
do do	do	275 yds.	18	5 do and 12 days (from Jan. 20, '96) ..	24 15
do do (Q. C.)	do	$\frac{1}{2}$	12	2 do and 21 days (to Dec. 31, '96) ..	9 57
Lake Weedon and Railway Station.	Z. Beaupré	60 yds.	12	12 do	75 00
Lambton and D'Israéli Railway Station	L. Langlois	14	6	3 do and 4 days (to Oct. 4, '96) ..	78 00
Lambton and Railway Station.....	do	$7\frac{1}{2}$	12	2 do and 27 days (to Dec. 31, '96) ..	47 82
do do	do	$7\frac{1}{2}$	12	6 do from do ..	59 50
Lambton and St. Samuel de Gayhurst.....	L. Roy	16	6	6 do (to Dec. 31, '96) ..	186 50
Lampton and Stornaway	A. Nicholson	9	6	3 do (to Sept. 30, '96) and extra trips.	64 54
La Patrie, and Notre Dame des Bois do do	J. St. James	9	6	9 do (to Mar. 31, '97) ..	135 00
do do	P. Dussault	9	6	3 do from do ..	34 25
La Patrie and Scotstown	A. L. Gendreau	9	6	9 do (to Mar. 31, '97) ..	147 00
do do	P. Dussault	9	6	3 do from do ..	29 25
La Patrie and West Ditton	W. Smith	$3\frac{1}{2}$	1	9 do (to Mar. 31, '97) ..	9 00
do do	J. Lambert	$3\frac{1}{2}$	1	3 do from do ..	3 00
Lawrenceville and Railway Station	P. Hamel	$\frac{1}{4}$	12	12 do	38 00
Lawrenceville and Rochelle	S. Cyr	3	3	12 do	85 00
Lawrenceville and West Ely	J. Bousquet	6	3	12 do	100 00
Leeds and Lyster	Marceau Bros.	18	6	12 do	490 00
Leeds and Wilson's Mills	H. McCutcheon	2	6	9 do (to Mar. 31, '97) ..	75 00
do do	do	2	6	3 do from do ..	21 25
Leeds Village and Lemesurier.....	J. Hutchison	5	3	9 do (to Mar. 31, '97) ..	51 00
do do	W. Gillanders	5	3	3 do from do ..	16 62
Lennoxville and Milby	O. Arguin	5	6	12 do	150 00
Lennoxville and Railway Stations (C. P. & B. M.).....	W. Abbott.....	300 yds.	24	12 do	120 00
do do	do	70 yds.	6	12 do	30 00
(C. P. & G. T.).....	do	4	2	12 do	52 00
Lennoxville and Spring Road	I. Parnell	$\frac{1}{2}$	6	9 do (to Mar. 31, '97) ..	18 75
Lessard and St. Elzéar de Beauce do do	L. Vallier	$\frac{1}{2}$	6	3 do from do ..	5 50
Lime Ridge and Marbleton	O. W. Côté	$2\frac{1}{2}$	6	12 do (extra trips).....	89 00
Lime Ridge and Railway Station (M. C.)	J. H. Barker	$\frac{1}{2}$	12	12 do	40 00
Lineboro' and Railway Station	A. A. Kilborn	$\frac{1}{2}$	12	12 do	40 00
Linière and Metgernette	J. Morin	$13\frac{1}{2}$	3	3 do (to Sept. 30, '96) ..	34 25
do do	A. Gilbert	$13\frac{1}{2}$	3	9 do from do ..	86 25
Lorne and Railway Station	E. D. Adams	200 yds.	12	12 do	40 00
Louides and Plessisville	T. B. G. Nadeau	8	3	12 do	135 00
Lower Island and Theftford Mines.	G. R. Henderson	12	2	12 do	102 00
McLeod's Crossing and Railway Station	J. Gillis	200 yds.	6	12 do	20 00
Magog and Railway Station	J. A. Bessette	$\frac{1}{2}$	12	12 do	95 00
Mailhot and Ste. Sophie de Mégantic	A. Mailhot	$2\frac{1}{2}$	3	12 do	52 00
Malmaison and Notre Dame de Stanbridge	M. Cartier	3	6	12 do	120 00
Malvina and Railway Station	M. Roy	$\frac{1}{2}$	5	12 do	48 00
Mansonville and Railway Station	B. C. George	$2\frac{1}{2}$	6	12 do	75 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance of Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Mansonville and Vale Perkins	J. M. Alex.	5½	3	12 months	60 00
Mansonville Railway Station and Dunkin	A. Leach	3	3	12 do	48 00
Maple Grove and Richardville	J. Lynaugh	7	3	12 do	95 00
Maple Grove and Wolfestown	M. Bilodeau	6½	2	12 do	65 00
Maple Leaf and Sawyerville	J. W. Planche	4½	6	12 do	150 00
Marbleton Railway Station and Lime Ridge	O. W. Côté	3¾ & 1	12 & 6	9 do (to Mar. 31, '97).	127 50
Marbleton and South Ham	do	14½	6	3 do from Apr. 1, '97.	156 00
Marlow and United States Boundary Line	A. A. Wilson	14½	3	6 do (to Dec. 31, '96).	74 50
do do	J. H. S. Thompson	14½	3	6 do from do	82 50
Melbourne and Richmond Station	J. Largie	1½	12	12 do	230 00
Melbourne and Upper Melbourne	N. Coburn	¾	13	9 do (to Mar. 31, '97).	75 00
do do	A. E. Main	¾	13	3 do from do	20 00
Milan and Railway Station	J. D. Morrison	15	12	12 do	24 00
Milan and Valracine	F. T. Gagnier	9	3	12 do	80 00
Milan and Whitwick	J. R. McDonald	3	2	12 do	36 00
Milletta and Railway Station	M. A. Murray	143 yds.	6	12 do	10 00
Minton and North Hatley	A. E. Fish	2¾	3	12 do	60 00
Moore's Station and Railway Station	P. C. Moore	¾	12	9 do and 15 days (to Apr. 15, '97)	19 00
Newboro' and Scott Junction	C. Genest	9	6	6 do (to Dec. 31, '96).	150 00
do do	P. Vachon	9	6	6 do from do	100 00
New Rockland and Richmond Station	W. Broderick, jr.	8¾	6	9 do (to Mar. 31, '97).	337 50
do do	E. Mignault	8¾	6	3 do from do	75 00
North Hatley and Railway Station	H. G. Bassett	1¾	12	12 do	70 00
North Stukely and Railway Station	J. Marchesseault	1¾	12	12 do	100 00
North Sutton and West Brome	O. Sweet	2	3	12 do	50 00
Paquette and Railway Station	P. E. Paquette	1¾	6	12 do	100 00
Petit Village and St. Ephrem de Tring	J. Pomerleau	2¾	3	6 do from Jan. 1, '97.	17 00
Philipsburg and St. Armand Railway Station	F. Cadorette	2	12	12 do	195 00
Pleasisville and Street Letter Box	P. Chamberland	¾	6	9 do (from Oct. 1, '96)	18 75
Pleasisville and Railway Station	E. Gosselin	1	6	9 do (from Oct. 1, '96)	37 50
Providence and St. Victor de Tring	N. Gagné	4	3	9 do (to Mar. 31, '97).	45 00
do do	R. Plante	4	3	3 do from do	12 25
Racine and Railway Station	L. Belisle	¾	12	12 do	50 00
Racine and South Ely	A. Jamieson	1½	6	12 do	75 00
Risborough and St. Samuel de Gahurst	A. Richard	8	1	12 do	50 00
Rivière des Plantes and St. Francis (N. E.)	E. A. Lambert	3¾	3	3 do (to Dec. 31, '96).	17 93
do do	A. Rancourt	3½	3	6 do from do	37 50
River Gilbert and River Gilbert Gold Mines	J. Quirion	3¾	6	12 do	140 00
Robertson Station and Railway Station	T. Perron	50 yds.	12	12 do	40 00
Robertson Station and Sacré Cœur de Marie	J. Vallière, jr.	6	6	9 do (to Mar. 31, '97).	139 50
do do	E. Gilbert	6	6	3 do from do	23 75
Robinson and Railway Station	E. Lockett	¾	12	12 do	70 00
Rock Forest and Railway Station	J. Simpson, jr.	¾	12	12 do	32 00
Rock Forest and Suffield	E. E. Bean	3	3	12 do	76 00
Roxton East and Roxton Falls	E. Dalpé	5	2	12 do	60 00
Roxton Falls and Railway Station	J. Wood	¾	12	12 do	40 00

DETAILS of all payments for Mail Transportation in Sherbrooke Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Roxton Falls and Acton Railway Station	J. Benoit	6	6	9 mos. (to Mar. 31, '97)..	150 00
do do	F. Préfontaine	6	6	3 do from do ..	43 04
Roxton Pond and South Roxton	F. Bachand	3½	6	12 do ..	79 00
St. Adrien and Wotton	N. Dubois	10	3	9 do (to Mar. 31, '97)..	90 00
do do	J. Boucher	10	3	3 do from do ..	28 75
St. Benoit Labre and St. George Beauce	G. Busque	8	3	12 do ..	60 00
St. Camille and Sherbrooke	O. Geoffroy	26	1	9 do (to Mar. 31, '97)..	48 75
do do	Z. Monceau	26	1	3 do from do ..	12 00
Ste. Cécile de Whitton and Railway Station	J. Belleau	¾	12	8 do 27 days (from Oct. 5, '96)....	45 20
St Cyr and Railway Station	R. E. Dyson	300 yds.	12	12 do ..	50 00
St. Eplrem de Tring, Petit Village and Railway Station	N. Roy	3 & 2½	1 & 2 & 3	3 do (to Dec. 31, '96)..	59 77
do do	do	3	12	6 do from do ..	100 00
St. Evariste de Forsyth and Railway Station	do	26	6	3 do 4 days (to Oct. 4, '96) ..	135 46
do do	L. Blais	1¼	12	8 do 27 days (from Oct. 5, '96)....	55 43
St. Evariste de Forsyth and St. Hilaire de Dorset	A. Begin	8½	1	12 do ..	45 00
St. Evariste de Forsyth and St. Honoré de Shenley	S. Nadeau	7	6	9 do (to Mar. 31, '97)..	111 75
St. Evariste Station and Railway Station	H. Roberge	30 yds.	12	27 dy. (to Oct. 31, '96)....	6 01
St. François and Railway Station	F. Veilleux	¾	18	27 dy. (to Oct. 31, '96)....	24 00
do do	S. Grondin	1	18	6 mos. from do ..	40 00
St. François Xavier de Brompton and Windsor Mills	J. P. Robert	4	6	9 do (to Mar. 31, '97)..	135 00
do do	J. Labbé	4	6	3 do from do ..	37 50
St. Frédéric and St. Séverin de Beauvillage	F. X. Plante	6	3	3 do (to Sept. 30, '96) ..	25 00
St. Frédéric and Tring Junction Railway Station	J. Baillargeon	3	12	12 do ..	120 00
St. Herménégilde and Vilette	M. Dupont	3	2	9 do (from Oct. 1, '96)	45 00
St. Honoré de Shenley, and St. Evariste Railway Station	H. Grégoire	6½	6	3 do (from April 1, '97)	34 75
St. Joachim de Shefford and Warden	J. Bachand	7	6	9 do (to Mar. 31, '97)..	150 00
do do	do	7	6	3 do from do ..	37 50
St. Joseph and Railway Station	O. Maheu	¼	24	8 do 27 days (from Oct. 5, '96)....	42 95
St. Malo and Railway Station	C. Bréault	3¼	6	12 do ..	100 00
St. Maxime and Scott Junction	F. Morin	1½	6	12 do ..	50 00
St. Romain and Stornaway	A. Nicholson	6	6	8 do 27 days (from Oct. 5, '96)....	123 19
St. Samuel de Gayhurst	M. Pouliot	5	6	6 do (from Jan. 1, '97)	116 25
St. Sébastien and Railway Station	L. Lemieux	5	12	2 do 27 days (to Dec. 31, '96)....	38 00
do do	S. Boutin	3	12	6 do from do ..	52 00
St. Sébastien and Venice	T. Hunter	3½	2	12 do ..	50 00
St. Séverin and Tring Junction Railway Station	H. Ferland	5½	6	9 do (from Oct. 1, '96)	90 00
Ste. Sophie de Mégantic, Plessisville and Maple Grove	E. Gosselin	10 & 13	6 & 3	12 do ..	350 00
St. Victor de Tring and Railway Station	R. Plante	2	12	8 do 27 days (from Oct. 5, '96)....	55 43
Savage's Mills and Railway Station	H. T. Tamlin	¾	6	12 do ..	60 00
Sawyerville and Railway Station	H. Cairns	¾	12	12 do ..	50 00
Scottstown and Railway Station	R. B. Scott	¼	12	12 do ..	40 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Sherbrooke Postal Division, &c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Scott Junction and Railway Station	G. Garon	3	12	3 mos. 4 days (to Oct. 4, '96)	14 35
do do	do	2	24	8 do 27 days (from Oct. 5, '97)	77 60
Sherbrooke and Railway Station (C. P.)	C. H. Foss	3	24	6 do (to Dec. 31, '96)	75 00
do do	do	3	12	6 do (to Dec. 31, '96)	37 50
Sherbrooke and Railway Stations (M. V. & Q. C.)	do	2	24	6 do (to Dec. 31, '96) less fines	61 25
do (B. M., C. P. & Q. C.)	D.W. Armstrong	900 & 1080 yds.	37	6 do (from Jan. 1, '97) less fine	128 50
Sherbrooke and Stoke Centre	M. Biron	9½	3	12 do	156 00
Sherbrooke, Street Letter Boxes and East Sherbrooke	W. M. Gilkerson	82½	19	7 do (to Jan. 31, '97)	172 08
do do	D. W. Armstrong	82½	19	5 do from do	110 41
Smith's Mills and Railway Station	J. H. Merril	½	12	12 do	50 08
Somerset and Railway Station	E. Gosselin	1	6	3 do (to Sept. 30, '96)	12 50
Somerset and Street Letter Boxes	P. Chamberland	½	6	3 do (to Sept. 30, '96)	6 25
South Ham and Marbleton Railway Station	L. P. A. Darche	12	6	9 do (to Mar. 31, '97)	204 75
South Roxton and Railway Station	E. Bradford	75 yds.	6	12 do	10 00
South Stukely and Railway Station	W. R. Johnston	½	6	12 do	60 00
Springhill and Railway Station	M. McLean	250 yds.	12	12 do	35 00
Springhill and Stornaway	A. Nicholson	9	6	6 do (to Dec. 31, '96)	140 00
do do	M. Nicholson	9	6	6 do from do	125 00
Stanstead Junction and Railway Station	C. H. Gordon	60 yds.	12	12 do	30 00
Stornaway and Tolsta	A. Morrison	4	2	9 do (to Mar. 31, '97)	41 25
do do	A. McDonald	4	2	3 do from do	10 75
Sutton and Railway Station	L. D. Jeune	½	12	9 do (to Mar. 31, '97)	36 00
do do	D. S. Beckford	½	12	3 do from do	8 75
Sutton Junction and Railway Station	A. W. Westover	30 rods.	12	12 do	45 00
Sweetsburg and Railway Station	C. S. Boright	¾	12	12 do	64 00
Theford Mines and Railway Station	O. Bouthillette	150 yds.	12	12 do	35 00
Titus Station and Railway Station	R. Titus	½	12	12 do	50 00
Trahan's Mills and Weedon Station	C. Tanguay	1½	12	8 do (to Feb. 28, '97)	53 33
Tring Junction and Railway Station	A. Doyon	30 yds.	12	3 do 4 days (to Oct. 4, '96)	5 19
do do	do	30 yds.	24	8 do 27 days (from Oct. 5, '96)	22 22
Tring Station and Tring Junction	E. Vallée	2½	3	12 do	50 00
Tuck's Landing and Wharf	P. F. Tuck	300 yds.	12	Part of season 1896	8 70
do do	L. P. Knowlton	300 yds.	12	do do	6 30
Valcourt and Railway Station	A. David	1½	12	12 months	88 00
Warden and Railway Station	L.C. Richardson	40 rods.	12	12 do	60 00
Waterloo and Railway Stations (C. P. & C. V.)	P. Murphy	¾	24	12 do	160 00
Weedon Centre and Weedon Railway Station	I. Bernier	2	12	12 do	125 00
West Brome and Railway Station	C. E. Pettis	¾	12	12 do	60 00
West Shefford and Railway Station	J. Harris	¾	12	12 do	50 00
Total					\$31,303 35

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

STRATFORD POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Stratford Postal Division performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	Nc. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberdeen and Durham	L. Elvidge	11	3	12 months	93 60
Aberdour and Railway Station	G. Christie	4	5	12 do	69 97
Acton and Crewson's Corners	W. Anderson	3 $\frac{1}{2}$	2	12 do	52 00
Allan Park and Hampden	H. Byers	5	2	12 do	76 00
Allan Park and Lamplash	E. Earls	5	3	6 do (to Dec. 31, '96)	52 50
Allenford and French Bay	H. Shannon	8 $\frac{1}{2}$	2	12 do	120 00
Allenford and Railway Station	J. Dean	3	12 & 18	12 do	142 11
Allenford and Southampton	D. McCarrel	11	6	12 do	248 00
Alma and Railway Station	A. Gale	3	12	12 do	90 77
Alma and Winfield	J. Heritage	8	3	12 do	99 00
Alsfeldt and Railway Station	H. Ziegler	14	6	12 do	100 16
Alvanry and Owen Sound	J. Johnston	9 $\frac{1}{2}$	6	6 do (to Dec. 31, '96)	100 00
Amaranth Station and Railway Station	J. S. Lacon	3	6	12 do	40 06
Amberley and Lurgan	J. W. Gamble	5	3	12 do	80 00
Arkwright and Mount Hope	W. F. Sithes	3 $\frac{3}{4}$	2	3 do (to Sept. 30, '96)	16 25
do do	do	3 $\frac{3}{4}$	2	9 do from do	56 25
Arnow and Kincardine	F. Robertson	11	3	12 do	167 00
Arnott and Railway Station	W. G. Murray	3	12	12 do	59 47
Arthur and Fergus	W. E. Draper	12	6	12 do	190 00
Arthur and Metz	J. Bunting	6	2	12 do	85 00
Arthur and Monck	W. Hamilton	13	2	12 do	204 00
Arthur and Mount View	W. Jackson	8	1	12 do	40 00
Arthur and Railway Station	J. Buschlen	1	24	6 do and 15 days (to Jan. 15, '97)	68 40
do do	S. McCabe	1	24	5 do and 16 days (from Jan. 16, '97)	49 99
Ashley and Rockford Station	G. Follis	14	3	12 do	49 92
Atwood and Mitchell	L. G. Longeway	11	6	12 do	350 00
Atwood and Railway Station	D. Gordon	2	12	5 do (to Nov. 30, '96)	37 50
do do	do	2	6	7 do from do	30 33
Auburn, Blyth and St. Augustine	M. A. Moore	6 $\frac{3}{4}$ & 6 $\frac{1}{2}$	6	12 do	375 00
Ayr and Railway Station	W. A. Smuck	3	24	12 do	175 28
Ayr and Roseville	F. Kaiser	4	6	12 do	160 00
Ayton and Railway Station	A. O. Farrell	3	12 & 18	12 do	113 40
Baden and Wellesley	C. Harefeld	9	6	12 do	350 00
Badenoch and Mildmay	A. Kleist	4 $\frac{1}{2}$	2	12 do	50 00
Balaclava and Owen Sound	A. Lemon	15 $\frac{1}{2}$	3	12 do	194 00
Ballinafad and Georgetown	J. W. McKee	6	6	9 do (to Mar. 31, '97)	187 50
do do	W. W. Betts	6	6	3 do from do	62 50
Bamburg and Petersburg	A. Starr	7 $\frac{3}{4}$	6	12 do	185 00
Bayfield and Seaforth	W. J. Clark	15	6	8 do (to Feb. 28, '97)	210 00
do do	J. McGee	15	6	4 do from do	105 00
Beechwood and Seaforth	J. Shine	6 $\frac{1}{2}$	2	12 do	90 00
Belfast and Lanes	J. Mullin	4	3	9 do (to Mar. 31, '97)	75 00
do do	A. McAllister	4	3	3 do from do	17 50
Belfast and St. Helen's	J. Mullin	2 $\frac{1}{2}$	6	9 do (to Mar. 31, '97)	112 50
Belgrave and Marnoch	P. Porterfield	3 $\frac{1}{2}$	4	12 do	60 00
Belgrave and Railway Station	S. Tufts	3	12	12 do	131 46
Belgrave and Sunshine	J. Watson	3 $\frac{1}{2}$	2	12 do	70 00
Belmore and Wroxeter	R. Crittenden	6	6	12 do	160 00
Belwood and Craigholme	C. Campbell	2	3	12 do	50 00
Belwood and Dracon	do	14 $\frac{1}{2}$	2	12 do	73 50

Post Office Department.

DETAIL of all payments for Mail Transportation in Stratford Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						\$ cts.
Belwood and Railway Station	J. Hanna	3	12	12	months	50 08
Benmiller and Goderich	J. Miller	6	3	7	do (to Jan. 31, '97)	87 50
do do	W. Moore, Sr.	6	3	5	do from do	36 45
Berkeley and Glascott	R. English	6	2	12	do	84 00
Berkeley and Railway Station	H. Baker	3	12	12	do	80 12
Berlin and Crosshill	T. Playford	16 1/2	6	12	do	360 00
Berlin and Railway Station	M. S. Shantz	24	24	12	do	75 12
Berlin and Street Letter Boxes	H. Bachmann	1 1/2	18	12	do	200 00
Berlin and West Montrose	E. Hilliard	14 1/2	6	12	do	480 00
Binkham and Erin	W. Wansborough	4 1/2	2	12	do	70 00
Black's Corners and Laurel	J. Graham	4	2	12	do	80 00
Blair and Railway Station	J. J. H. Renshaw	1 1/2	12	12	do	40 06
Bluevale and Railway Station	J. Gardner	12	12	12	do	138 98
Blyth and Railway Station	W. Bell	24	12	12	do	175 28
Bognor and Woodford	W. Mellafont	6	3	12	do	100 00
Bornholm and Brodhagen	J. Leonhardt jun	4	6	12	do	172 00
Bosworth and Riverbank	J. G. Hollis	3	2	9	do (to Mar. 31, '97)	37 50
do do	S. Dowling	3	2	3	do from do	9 50
Bowling Green and Campana	J. Davis	4 1/2	2	12	do	40 00
Bowling Green and Laurel Railway Station	R. Banks	5	6	6	do (to Dec. 31, '96)	79 50
do do	E. Driver	5	6	6	do from do	65 00
Breslau and Weissenburg	G. Keller	8	6	12	do	225 00
Brisbane and Coningsby	J. W. Burt	4	2	12	do	50 00
Briton and Railway Station	M. A. Alexander	1	6	12	do	60 10
Brookholm and Owen Sound	W. Johnston	2	3	12	do	59 00
Brookholm and Shuldice	T. Skinner	7	2	12	do	85 00
Brotherston and Kurtzville	M. Brothers	2 1/2	2	12	do	45 00
Brotherston and Newbridge	W. Chapman	2	2	12	do	41 72
Brucefield and Railway Station	W. Dixon	1 1/2	24	12	do	88 90
Bremner and Railway Station	W. Peters	1 1/2	6	12	do	44 58
Brussels and Cranbrook	V. Gramm	5	6	12	do	160 00
Brussels and Railway Station	S. Beattie, sr.	1 1/2	12	12	do	150 24
Brussels and Seaforth	T. Thomson	15 1/2	6	12	do	175 00
Brussels and Wroxeter	J. A. Putland	10	6	9	do (to Mar. 31, '97)	187 50
do do	G. Robb	10	6	3	do from do	62 50
Calderwood and Ailsfeldt Railway Station	Mrs. E. Calder	3	3	12	do	79 56
Camilla and Whittington	W. McBride	4 1/2	3	12	do	75 00
Cape Croker and Colpo's Bay	J. H. Bell	15	2	12	do	115 00
Cargill and Railway Station	C. W. Keeling	14 3/4	12 & 18	12	do	100 66
Carlingford and St. Paul's Station	R. Crawford	14 3/4	6	12	do	297 00
Carlsruhe and Railway Crossing	X. Lobsinger	1 1/2	12	12	do	128 33
Chatsworth and Chesley	W. E. Dobie	24	3	3	do (to Sept. 30, '96)	98 25
do do		24	3	9	do from do	261 75
Chatsworth and Desboro'	E. W. Pike	9	3	11	do (from Aug. 1, '96)	91 66
Chatsworth and Durham	G. McFarlane	20	6	12	do (less fines)	444 00
Chatsworth and Railway Station	J. McTeer	3	24	12	do	112 68
Chatsworth and Walter's Falls	D. Brown	12 1/2	3	9	do (to Mar. 31, '97)	119 25
do do	S. J. Quinton	12 1/2	3	3	do from do	37 00
Chepstowe and Dunkeld Station	J. T. Lacey	2 1/2	6	12	do	100 00
Chesley and Railway Station	M. J. Trelford	18	12	12	do	109 29
Cheviot and Railway Station	A. McLean, Jr.	3	2	12	do	65 00
Clavering and Railway Station	M. Perkins	12	12	12	do	75 12
Clifford and Huntingfield	J. Gordon	7	2	12	do	75 00
Clifford and Lakelet	C. Horton	6	6	3	do (to Sept. 30, '96)	35 75
do do	J. Hamilton	6	6	9	do from do	132 75
Clifford and Railway Station	T. F. Upton	1 1/2	12	12	do	46 95
Clinton and Railway Station	J. Beattie	4	48	9	do (to Mar. 31, '97)	225 60
do do	S. Beattie	4	42	3	do from do	36 86
Clinton and Summerhill	C. Beacom	4	2	12	do	70 00
Colpo's Bay and Warton	L. Hyatt	4	6	12	do	115 00

DETAIL of all payments for Mail Transportation in Stratford Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Conn and Mount Forest	T. Mullarkey	8	3	12 months	100 00
Conroy and St. Paul's Station	J. Grady	2½	2	12 do	60 00
Corwhin and Campbellville Station	W. McPherson	10	6	9 do (from Oct. 1, '96)	168 00
Corwhin and Nassagaweya	C. Campbell	2	6	3 do (to Sept. 30, '96)	24 00
Cotswold and Elora	H. E. Gordon	23	6	9 do (to Mar. 31, '97)	336 75
Cotswold and Palmerston	G. Williams	7	6	3 do (from Apr. 1, '97)	30 00
Crawford and Elmwood	P. Cook	9	3	7 do (to Jan. 31, '97)	67 08
do do	W. J. Birney	9	3	5 do from do	48 75
Crewe and Dungannon	M. Shackleton	5	2	12 do	52 00
Crieff and Puslinch	K. McDonald	3	3	12 do	85 00
Cruickshank and Shallow Lake	D. Cameron	2½	3	12 do	40 00
Dashwood and Exeter	J. A. Wambold	8½	6	12 do	289 00
Deemerton and Mildmay	J. Diemert	2½	6	6 do (to Dec. 31, '96)	45 00
do do	do	2½	6	6 do from do	37 00
Derby Mills and Owen Sound Road	J. T. Hall	3	3	12 do	30 00
Derrynane and Kenilworth	J. Hayes	5½	2	6 do (to Dec. 31, '96)	19 50
do do	J. Purtill	5½	2	6 do from do	22 00
Desboro' and Dobbinton	W. J. Thompson	8½	3	12 do	120 00
Dobbinton and Railway Station	do	16	12	12 do	87 64
Dobbinton and Willscroft	B. Talbot	6½	3	9 do (to Mar. 31, '97)	90 00
do do	J. H. King	6½	3	3 do from do	19 25
Donegal and Atwood Railway Station	A. Buchanan	4½	6	12 do	135 00
Doon and Railway Station	J. H. Thompson	7½	12	12 do	40 06
Dorking and Newton	G. Lontz	13	6	9 do (to Mar. 31, '97)	221 25
do do	P. H. Ament	13	6	3 do from do	58 50
Dornock and Welbank	M. McDonald	4½	2	12 do	30 00
Drayton and Hollen	W. N. Travis	5	6	12 do	175 00
Drayton and Parker	W. Potter	6½	6	3 do (from Apr. 1, '97)	33 75
Drayton and Railway Station	C. Gordon	3	24	9 do (to Mar. 31, '97)	108 10
do do	R. Henderson	3	24	3 do from do	18 41
Drew and Railway Station	C. Cardwell	2	6	3 do (to Sept. 30, '96)	22 91
do do	R. Cardwell	2	6	9 do from do	59 97
Dromore and Holstein	G. Sackett	9	6	9 do (to Mar. 31, '97)	160 86
do do	S. B. Sterne	9	6	3 do from do	41 08
Drysdale and Kippen	W. J. Howard	10	3	9 do (to Mar. 31, '97)	90 75
do do	J. Howard	10	3	3 do from do	36 25
Dublin and Farquhar	J. Powlin	11	6	12 do	188 00
Dublin and Railway Station	M. Wallace	1	24	12 do	90 14
Dumblane and Paisley	I. McNeill	5½	3	12 do	90 00
Dunkeld and Railway Station	J. H. Zettel	6	6	9 do (to Mar. 31, '97)	67 50
do do	J. A. Long	6	6	3 do from do	20 90
Durham and Flesherton Station	A. McCauley	14½	6	12 do	349 00
Durham and Railway Station	H. Middaugh	1	12	6 do (to Dec. 31, '96)	30 42
do do	M. Middaugh	1	12	6 do from do	29 84
Durham and Walkerton	R. Pace	16½	6	9 do (to Mar. 31, '97)	224 25
do do	W. Caldwell	16½	6	3 do from do	69 50
Dyer's Bay and Lion's Head	W. Longhead	16	2	12 do	200 00
Eden Grove and Pinkerton Railway Station	J. T. Chittick	1	6	6 do (to Dec. 31, '96)	12 50
Eden Mills and Guelph	R. Middleton	16	6	6 do (to Dec. 31, '96)	118 00
do do	P. Ryle	16	6	6 do from do	97 50
Egerton and Mount Forest	I. Morley	17	3	12 do	198 00
Elmira and Glen Allen	P. Steenson	13	6	12 do	249 00
Elmira and Railway Station	H. Stenenaigel	24	12	12 do	100 16
Elmwood and Malcoln	C. Wendelborn	2½	3	12 do	45 00
Elmwood and Railway Station	J. Zarn	4	12 & 18	12 do	69 73
Elora and Inverhaugh	H. Dobberthien	4½	2	12 do	55 00
Elora and Pentland	D. S. Frey	5	1	12 do	40 00
Elora and Railway Station (C. P.)	R. Cosford	½	12	12 do	70 12
do do (W.G. & B.)	M. Salvidge	1	12	9 do (to Mar. 31, '97)	103 11
do do do	R. H. Cosford	1	24	3 do from do	29 95

Post Office Department.

DETAIL of all payments for Mail Transportation in Stratford Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Elora and Salem	E. Wessler	1	6	12 months	40 00
Erasmus and Grand Valley	H. Hills	15	2	12 do	131 00
Erin and Gulph	W. Neville	20	6	9 do (to Mar. 31, '97)	337 50
do do	J. Gibson	20	6	3 do from do	95 00
Erin and Railway Station	R. Wood	1	12	12 do	50 08
Eskdale and Tiverton	D. McKenzie	5½	3	12 do	65 00
Ethel and Railway Station	J. Jamieson	7 & 8	12 & 18	12 do	138 37
Exeter and St. Mary's	B. Spicer	24 & 26	6	12 do	786 00
Fairview and Stratford	W. Bell	9	3	12 do	156 00
Farewell and Kenilworth	W. H. Bailey	6	6	12 do	135 00
Farewell and Wagram	do	3	2	12 do	25 48
Fergus and Living Spring	W. Marshall	6	2	12 do	75 00
Fergus and Ponsonby	D. Duffield	7	3	12 do	150 00
Fergus and Railway Station (C. P.)	J. C. Morrow	12	9	do (to Mar. 31, '97)	75 20
do do	J. M. Wilson	12	3	do from do	9 95
do do (G. T.)	J. C. Morrow	36	9	do (to Mar. 31, '97)	93 75
do do	do	24	3	do from do	19 66
Fernbank, Millbank and Railway Station	J. Lintick	3½ & 3	6 & 12	8 do (from Nov. 1, '96)	183 33
Flesherton and Railway Station	W. P. Crossby	1½	24	9 do (to Mar. 31, '97)	131 60
do do	W. W. Trimble	1½	24	3 do from do	14 82
Flesherton and Vandeleur	G. Warling	6½	3	12 do	67 00
Fordwich and Newbridge	W. Chapman	4½ & 8	2 & 6	12 do	123 32
Fordwich and Railway Station	R. Mahood	½	12	9 do (to Mar. 31, '97)	84 60
do do	J. McLaughlin	½	12	3 do from do	11 06
Fordyce and Whitechurch	J. Phillips	4	3	12 do	75 00
Freeborn and Peffer's Crossing	H. Freeborn	½	6	12 do	30 04
Fullarton and Mitchell	H. Rodgers	9½	6	12 do	188 00
Fulton's Mills and Railway Station	G. Fulton	½	6	12 do	40 06
Fyfield and Teeswater	T. P. V. Manley	5	2	12 do	60 00
Galt and Railway Station (C. P.)	T. Keachie	3	24	12 do	200 32
do do (G. T.)	Barlow & Keachie	½	6	12 do	25 00
do do (W. G. & B.)	T. Keachie	3	12	12 do	100 00
Galt and Street Letter Boxes	J. A. Lenfeste	4½	13	12 do	160 00
Garry Owen and Owen Sound	P. Mathews	10	3	12 do	168 00
Glamis and Pinkerton Station	T. Rowan	18	6	12 do (less fine)	226 00
Glamis and Willow Creek	J. Ferris	4½	2	12 do	34 88
Glenannan and Railway Station	A. Anderson	½	12	12 do	48 01
Glen Eden and Mount Forest	C. Hunt	5	6	12 do	150 00
Glen Farrow and Wingham	W. Mackersie	6	2	12 do	72 50
Goderich and Kincardine	J. Gauley	33½	6	3 do (from Apr. 1, '97)	199 25
Goderich and Kintail	W. Potts	16½	6	9 do (to Mar. 31, '97)	331 75
Goderich and Lucknow	J. C. Johnston	23	6	9 do (to Mar. 31, '97)	450 00
do do	A. Thompson	23	6	3 do from do	102 50
Goderich and Railway Station	J. Miller	1	24	9 do (to Mar. 31, '97)	150 40
do do	A. W. Polley	1	24 & 36	3 do from do	29 72
Goldstone and Railway Station	J. Sanderson	1½	6	12 do	125 20
Gorrie and Railway Station	H. Perkins	1½	12	6 do (to Dec. 31, '96)	80 00
do do	G. Brown	½	12	6 do from do	23 25
Gowanstown and Kurtzville	A. Schade	5½	3	12 do	104 00
Gowanstown and Railway Station	H. Markle	½	6	12 do	51 97
Gowanstown and Wallace	do	3½	6	12 do	99 50
Gowrie and Munroe	T. P. Harris	2½	3	12 do	50 00
Grand Valley and Peepabun	G. Dickson	3½	2	12 do	40 00
Grand Valley and Railway Station	D. McDonald	1	24	12 do	120 20
Granton and Metropolitan	J. W. Dunnan	5	2	12 do	70 00
Granton and Prospect Hill	do	5	3	9 do (to Mar. 31, '97)	61 89
do do	J. Ferris	5	3	3 do from do	18 25
Gresham and Paisley	J. Trelford	22	2	12 do	163 00
Grimston and Marmion	R. Keys	2½	3	12 do	40 00

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Guelph and Shiloh	C. Sanderson	15½	3	12 months	8 cts. 234 00
Guelph and Street Letter Boxes	J. D. Johnston	5	13	9 do (to Mar. 31, '97)	187 50
do do	J. Gibson	5	13	3 do from do	27 25
Hanover and Mulock	D. J. Drumm	10½	3	6 do (from Jan. 1, '97)	62 00
Hanover and Railway Station	R. Pace	½	18	4 do and 27 days (to Nov. 27, '96)	44 78
do do	V. Kirchner	½	12	7 do and 3 days (from Nov. 28, '96) and extra trips	52 79
Harkaway and Holland Centre	A. C. Pace	7½	2	3 do (from Apr. 1, '97)	20 00
Harlock and Seaforth	T. Neilans	13	3	12 do	280 00
Harriston and Railway Station	G. A. McIntosh	½ & ½	30 & 12	12 do	227 97
Haysville and New Hamburg	W. A. Cook	3½	6	9 do (to Mar. 31, '97)	99 75
do do	do	3½	6	3 do from do	30 75
Henfryn and Railway Station	J. H. Thompson	16	6	12 do	39 98
Hensall and Lumley	H. Doan	17½	6	6 do (from Jan. 1, '97)	150 00
Hensall and Railway Station	J. Sutherland	4	12	12 do	100 16
Hensall and Rodgerville	H. Doan	17½	6	6 do (to Dec. 31, '96)	150 00
Hensall, Zurich and Railway Station	T. Murdoch	6½	12	9 do (to Mar. 31, '97)	240 00
Hepworth and Railway Station	S. Yeo	½ & ½	12 & 18	12 do	124 85
Hereward and Belwood Railway Station	D. Bowman	4½	6	12 do	128 33
Hillsburg and Railway Station	J. Carmichael	½	6	12 do	80 12
Hoath Head and Owen Sound	D. Clark	7	2	12 do	104 00
Holland Centre and Lily Oak	R. Avison	7½	2	9 do (to Mar. 31, '97)	66 00
Holland Centre and Railway Station	J. S. Price	16	34	12 do less fine	147 98
Holmesville and Porters Hill	W. Mulholland	4	3	6 do (to Dec. 31, '96)	37 50
do do	W. Pickard	4	3	6 do from do	36 50
Holmesville and Railway Station	J. L. Courtice	½ & 4	12 & 3	12 do	50 00
Holstein and Murdoch	Mrs. G. Pollock, Jr	4	3	12 do	73 54
Holstein and Nenagh	F. Stephenson	8½	6	9 do (to Mar. 31, '97)	175 50
do do	do	8½	6	3 do from do	39 50
Holstein and Railway Station	A. Doupe	½ & 3	12	12 do	47 99
Holstein and Robb	S. Robb	5½	3	12 do	48 00
Inverhuron and Tiverton	D. McKenzie	3	3	12 do	55 00
Invermay and Railway Station	J. Hall	½	12	12 do	112 68
Jackson and Owen Sound	J. Johnston	6	6	3 do (to Mar. 31, '97)	50 00
do do	E. J. Ireton	6	6	3 do from do	37 00
Johnson's Mills and Zurich	D. Spencer	4	2	9 do (to Mar. 31, '97)	36 75
Kemble and Wolseley	G. W. Vanstone	5	1	12 do	33 00
Kenilworth and Petherton	M. Enright	3	6	12 do	125 00
Kenilworth and Railway Station	C. J. Gordon	½	12	12 do	80 12
Killeau and Leslie Railway Station	D. Ferguson	1½	6	12 do	93 90
Kincardine and Kintail	J. Bayne & A. G. Macintyre	17	6	9 do (to Mar. 31, '97)	373 11
Kincardine and Port Elgin	J. Gentles	24	6	9 do (to Mar. 31, '97)	462 75
do do	A. McKay	24	6	3 do from do	99 50
Kincardine and Railway Station	J. Hockin	½	30 & 24	9 do (to Mar. 31, '97)	219 07
do do	A. M. Polley	½	24	3 do from do	36 40
Kincardine and Royal Oak	J. Mills	6½	2	12 do	60 00
Kincardine and Walkerton	J. E. Burley	28	6	12 do	675 00
Kingarf and Kinloss	B. Moulton	4	2	11 do (to May 31, '97)	55 00
do do	J. Stringer	9	2	1 do from do	5 00
Kinghurst and Mooresburg	J. A. King	5½	2	3 do (to Sept. 30, '96)	16 25
do do	J. McGuire	5½	2	9 do from do	41 25
Kinkora and Sebringville	J. Fletcher	12	3	12 do	160 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kinloss and Lucknow.....	J. Brownscombe	10	6	3 mos. (to Sept. 30, '96).	47 50
do	W. J. Sheffield.	10½	6	9 do from do	150 00
Kinlough and Westford.....	A. W. Holdenby	3½	2	12 do	55 00
Kippen and Railway Station.....	R. Mellis	12	12	do	125 20
Kossuth and Preston.....	H. Sohrt.	5½	2	12 do	70 48
Lake Charles and Oxenden.....	J. Davidson.....	5	1	12 do	40 00
Langside and Lucknow.....	Thompson & Lyons	6½	2	6 do (to Dec. 31, '96)..	45 00
do do	A. Thompson.....	6½	2	6 do from do	37 50
Lebanon and Moorefield.....	J. Sinclair	8	3	12 do	100 00
Lindenwood and Presqu'Isle.....	G. Shaw	5	1	12 do	49 00
Linwood and St. Jacobs.....	F. A. Baker	12	6	12 do	325 00
Lion's Head and Spry.....	J. L. Buckland.	6	3	12 do	100 00
Lion's Head and Warton.....	do	22	3	12 do	315 00
Lisbon and Wellesley.....	C. Hebel	2	3	12 do	61 00
Lisburn and Ripley.....	D. Teskey	2½	2	12 do	28 75
Listowel and Molesworth.....	S. Loughhead.....	11	6	6 do (to Dec. 31, '96)..	148 74
do do	A. R. Terry.....	7	6	6 do from do	65 74
Listowel and Railway Station.....	J. Shank	½	36 & 54	12 do	194 54
Listowel and Trowbridge.....	W. J. Tughan.....	5	6	6 do (from Jan. 1, '97)	47 45
Lochalsh and Ripley.....	J. McRitchie	8½	3	3 do (to Sept. 30, '96).	43 75
do do	F. D. MacLennan	8½	3	3 do (to Dec. 31, '96)..	30 00
do do	A. R. Finlayson.	8½	3	15 days (to Jan. 15, '97)..	5 00
do do	P. F. Hamlin.....	8½	3	5 mos. and 16 dy. from do	45 37
Londesborough and Railway Station.....	J. Bell	12	9	do (to Mar. 31, '97).	117 50
do do	L. Hill	12	3	do from do	23 40
Lucknow and Railway Station.....	F. W. McDonald	24 & 30	12	do	260 08
Lucknow and Ste. Helen's.....	A. Thompson.....	6	6	3 do (from Apl. 1, '97)	36 25
Maeton and Yatton.....	J. O'Neill.....	5½	3	12 do	75 64
Mar and Red Bay.....	J. McFarlane.....	7	2	12 do	77 00
Marden and Railway Station.....	J. Burns	3	6	12 do	78 00
Markdale and Railway Station.....	J. Chapman.....	3	24	12 do	50 08
Markdale and Traverston.....	T. H. Edwards.	8 & 9½	2 & 3	6 do (to Dec. 31, '96)..	63 50
do do	T. H. Smith.....	8 & 9½	2 & 3	6 do from do	52 50
Marsville and Hillsburg Station.....	J. Hanna	7½	6	12 do	323 75
Meaford and Owen Sound.....	W. J. & A. L. Carnahan.....	20	12	9 do (to Mar. 31, '97).	300 00
do do	W. J. Carnahan.	20	12	3 do from do	90 00
Melgund and Minto Flag Station.....	J. J. Bracken.....	2	3	9 do (to Mar. 31, '97).	49 14
do do	M. McMillan.....	2	3	3 do from do	14 75
Merritt and Varney.....	J. G. Wilson.....	5	2	9 do (to Mar. 31, '97).	60 00
Mildmay and Railway Station.....	G. Herringer	½	18 & 12	12 do	142 97
Millbank and Railway Station.....	J. Lintick	3	12	12 do	100 16
Milverton and Railway Station.....	W. H. Dorland.	1	24	12 do	200 22
Mimosa and Orton.....	S. Cawthra.....	4½	3	12 do	60 00
Mitchell and Railway Station.....	W. W. Hicks.....	21	24	12 do	150 24
Moltke and Neustadt.....	K. Lang	2½	3	12 do	80 00
Moncrieff and Monkton.....	A. Campbell.....	8	2	12 do	90 00
Moorefield and Railway Station.....	R. Shera	½	24	12 do	119 95
Moorefield and Rothsay.....	A. W. Lowes.....	4½	6	3 do (from Apl. 1, '97)	25 00
Moorefield and Treecastle.....	J. Christie	3	6	12 do	100 00
Morningdale Mills and Milbank Station.....	J. Lintick	5	12	4 do (to Oct. 31, '96)..	93 28
Mosborough and Railway Station.....	J. I. Hobson.....	12	12	do	60 26
Mount Forest and Railway Station.....	D. J. Kenney.....	½ & 1	36	12 do	135 24
Murphy and Railway Station.....	J. E. Murphy.....	12	12	do	25 04
Musselburg and Poole.....	W. Burgmann.....	½	6	9 do (to Mar. 31, '97).	37 50
Neustadt and Railway Station.....	A. Dumeman.....	8	12	do	66 25
New Dundee and Petersburg.....	J. M. Weber.....	6 & 10	6 & 3	12 do	325 00

**DETAIL of all payments for Mail Transportation in Stratford Postal
Division, &c.—Continued.**

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Nithburg and Stratford.....	J. Yost.....	16	6	9 mos. (to Mar. 31, '97)	390 00
do do.....	C. Kubey.....	16	6	3 do from do	125 00
North Bruce and Queen Hill.....	T. J. Nicholls.....	24	3	12 do	88 00
North Keppel and Owen Sound.....	W. Johnston.....	21	3	6 do (to Dec. 31, '96)	137 50
do do.....	J. Beattie.....	21	3	6 do from do	137 50
Olivet and Rothsay.....	J. Tremain.....	4	2	12 do	60 00
Orangeville and Railway Station.....	J. Haddock.....	42	8	do (to Feb. 28, '97)	132 49
do do.....	J. Huston.....	42	4	do from do	53 29
Orangeville and Street Letter Boxes.....	do.....	12	3	do (from Apl. 1, '97)	3 96
Orangeville and The Maples.....	W. Dedrick.....	5	2	12 do	88 00
Orton and Railway Station.....	W. Mooney.....	1	12	12 do	50 00
Owen Sound and Railway Station (C. P.).....	W. Bridgett.....	1	24	3 do (to Sept. 30, '96)	61 25
do do.....	J. Gladstone.....	1	24	6 do (to Mar. 31, '97)	94 22
do do.....	J. D. Stoddart.....	1	24	3 do from do	47 11
do do (G. T.).....	do.....	1	12	12 do	120 50
Owen Sound and Street Letter Boxes.....	J. D. Simpson.....	22	18	12 do	149 48
Owen Sound and Tara.....	J. E. Grant.....	22	6	12 do	460 00
Oxenden and Warton.....	J. Crandon.....	3	6	3 do (to Sept. 30, '96)	30 00
do do.....	J. H. Trout.....	3	6	9 do from do	60 00
Paisley and Railway Station.....	J. Trelford.....	1	24 & 18	12 do	111 29
Paisley and Vesta.....	F. Purdy.....	17	6	12 do	260 00
Palmerston and Railway Station.....	J. Taggart.....	48	12	do	183 63
Parkhead and Railway Station.....	J. Pattison.....	1	12	do	78 25
Pinkerton and Railway Station.....	A. E. Knox.....	2	6	3 do (to Sept. 30, '96)	21 25
do do.....	R. W. Geary.....	2	6	9 do from do	53 82
Pomona and Priceville.....	D. Black.....	5	3	6 do (to Dec. 31, '96)	47 50
do do.....	S. Kelly.....	7	2	6 do from do	22 50
Port Elgin and Railway Station.....	J. Bowes.....	1	24 & 18	12 do	80 65
Port Elgin and Tara.....	A. Trelford.....	16	6	12 do	395 00
Priceville and Flesherton Station.....	A. McCauley.....	4	6	12 do	140 00
Purple Grove and Ripley.....	J. N. Logan.....	5	1	9 do (to Mar. 31, '97)	33 75
do do.....	P. F. Hamlin.....	5	1	3 do from do	8 25
Puslinch and Railway Station.....	J. A. Macdonald.....	1	12	12 do	40 06
Ripley and Railway Station.....	J. McInnis.....	1	18 & 24	12 do	147 98
St. Jacob's and Railway Station.....	H. Schlitt.....	1	12	12 do	50 08
St. Joseph and Zurich.....	D. Spencer.....	4	2	3 do (from Apl. 1, '97)	12 25
St. Mary's and Wildwood.....	T. Sinclair.....	4	2	12 do	52 00
St. Paul's Station and Railway Station.....	A. Thom.....	1	12	12 do	62 60
Sauble Falls and Warton.....	L. Hyatt.....	12	2	12 do	130 00
Seaforth and Railway Station.....	S. Dickson.....	1	24	12 do	187 80
Sebringville and Railway Station.....	J. R. Paton.....	1	12	12 do	90 14
Shallow Lake and Railway Station.....	W. J. Budd.....	1	12	9 do (to Mar. 31, '97)	44 65
do do.....	J. Groh.....	1	12	3 do from do	14 82
Solway and Walkerton.....	J. McCallum.....	6	3	12 do	97 75
Southampton and Railway Station.....	T. Lee.....	1	24 & 18	9 do (to Mar. 31, '97)	106 88
do do.....	W. Gilbert.....	1	18	3 do from do	23 40
Stokes' Bay and Tobermory.....	A. Currie.....	26	1	12 do (less fine)	197 00
Stokes' Bay and Warton.....	H. Crandon.....	3	3	12 do	400 00
Strasburg and German Mills Rail- way Siding.....	T. M. Bartholomew.....	10	6	6 do (to Dec. 31, '96)	70 00
do do.....	do.....	10	6	6 do from do	57 50
Stratford and Railway Station.....	W. T. Cook.....	1	60	3 do (to Sept. 30, '96)	85 00
do do.....	A. Esson.....	1	60	9 do from do	128 70
Stratford and Street Letter Boxes.....	T. Stoney.....	1	9	9 do (from Oct. 1, '96)	330 93

Post Office Department.

DETAIL of all payments for Mail Transportation in Stratford Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Tara and Railway Station.....	J. Hamilton.....	18	24	12 months.....	167 86
Teeswater and Railway Station.....	T. Kirkland.....	18	12	do	120 20
Teeswater and Walkerton.....	R. Harrison.....	16	6	12 do	495 00
Topping and Milverton.....	H. J. Miller.....	6	6	9 do (to Mar. 31, '97)	169 20
do do	T. Mayberry.....	6	6	3 do from do ..	43 50
Varney and Railway Station.....	C. Gadd.....	12	12	do	64 15
Waldemar and Railway Station.....	D. Jenkins.....	12	6	do (to Dec. 31, '96).	50 56
do do	R. Jenkins.....	12	6	do from do ..	49 60
Walkerton and Railway Station.....	A. McLean.....	14	24 & 18	12 do	238 00
do do	do			2 do and 29 days (to Nov. 14, '96) ..	13 00
Waterloo and Berlin Railway Station.....	F. Sass.....	2	30	9 do (to Mar. 31, '97)	263 20
do do	The Berlin and Waterloo Street Ry. Co.....	2	30	3 do from do ..	57 52
Waterloo and Elmira Railway Station.....	F. Sass.....	18	12	do	90 39
Whitechurch and Railway Station.....	H. D. Henderson.....	12	12	do	80 00
Warton and Railway Station.....	L. Hyatt.....	24	18	12 do	175 31
Wingham and Railway Station (C.P.).....	Beattie Bros.....	18	12	do	104 85
do do (G.T.).....	D. Campbell.....	30	12	do	252 32
Wroxeter and Railway Station.....	A. Paulin.....	14	12	do	100 16
Zurich and Hensall Railway Station.....	T. Murdoch.....	6	12	3 do (from Apr. 1, '97)	56 00
				Total.....	\$ 45,338 69

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

THREE RIVERS POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, performed within the Year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ ct.
Armstrong and Sorel	S. Valois	21 ¹ / ₂	12	6 months (to Dec. 31, '96)	46 94
Arthabaskaville and North Ham.	T. Maheu	21 ¹ / ₂	6	12 do	323 73
Arthabaskaville and Railway Station	W. Perreault	21 ¹ / ₂	12	12 do	88 00
Arthabaskaville and Victoriaville.	P. Lavigne	21 ¹ / ₂	6	9 do (to Mar. 31, '97).	59 25
do do	P. I. Giroux	21 ¹ / ₂	6	3 do from do	19 50
Aston Station and Railway Station.	A. Ouellette	125 yds.	6	12 do	20 00
Aston Station and St. Sylvere	J. Taillon	5 ¹ / ₂	3	12 do	91 25
Aston Station and St. Wenceslas.	T. Fréchette	3 ¹ / ₂	12	9 do (to Mar. 31, '97)	75 00
do do	H. Marin	3	12	3 do from do	20 00
Batiscan and Railway Station	T. Laguerre	14	12	12 do	100 00
Batiscan and St. Pierre les Béquets.	F. Maguy, Jr.	3	6 & 12	12 do	177 50
Beaurivage and Parkhurst.	R. W. Lipsey	3	6	12 do	90 00
Bécancour and Ste. Gertrude	A. Roy	10 ¹ / ₂	6	9 do (to Mar. 31, '97).	183 00
do do	E. Roy	10 ¹ / ₂	6	3 do from do	54 75
Bécancour and St. Grégoire	N. Vigneault	9	6	9 do (to Mar. 31, '97).	147 87
do do	S. Charron	9	6	3 do from do	40 00
Berthier and Railway Station	F. Plante	2 ¹ / ₂	19	2 do and 20 days (to Sept. 20, '96).	53 64
do do	do	2 ¹ / ₂	13	5 do and 1 day (to Feb. 21, '97)	68 49
do do	do	2 ¹ / ₂	19	1 do and 7 days (to Mar. 31, '97).	25 40
do do	F. X. Piché	2 ¹ / ₂	19	3 do from do	43 84
Berthier and St. Ignace	O. Lemire	3 ¹ / ₂	6	9 do (to Mar. 31, '97).	115 50
do do	E. Girard	3 ¹ / ₂	6	3 do from do	22 50
Berthier and Sorel	S. Valois	5	12 & 7	12 do	444 00
Berthier Junction and Ste. Elizabeth	C. Lavallée	8	6	6 do (trois Jan 1, '97).	74 00
Berthier Junction and St. Félix de Valois.	S. Tessier	13	6	6 do (to Dec. 31, '96).	240 00
Blandford and Stanfold.	O. Talbot	9	4	12 do	111 00
Boulogne and St. Eugene	G. Tanguay	4 ¹ / ₂	6	6 do (to Dec. 31, '96)	62 50
do do	E. Dupuis	4 ¹ / ₂	6	6 do from do	40 00
Bulstrode Station and Railway Station	J. O. A. Côté	1 ¹ / ₂	12	12 do	12 00
Cap Magdeleine and Three Rivers.	O. Toupin	5	6	12 do	180 00
Carmel and Railway Station	K. Dalton	1 ¹ / ₂	12	12 do	31 30
Champlain and Railway Station.	N. Abel	2	12	12 do	90 00
Chantelle and Rawdon	M. Crépeault	17	3	12 do	200 00
Charlemagne and L'Assomption.	J. Belhumeur	9	6	12 do	250 00
Chatillon and St. Zéphirin.	E. Bélieau	5 ¹ / ₂	3	12 do	99 00
Chamumont and St. Agapit	E. T. Paquet	3	3	3 do (to Sept. 30, '96).	10 00
do do	J. J. Dumont	3	3	9 do from do	26 25
Coococache and La Tuque.	C. Sinclair	48	1	12 do	100 00
Craig's Road Station and Moulin Tétu	N. Fournier	3	6	6 do (to Dec. 31, '96).	60 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						\$ cts.
Danby and Railway Station.....	W. Duff.....	50 yds.	12	12	months.....	20 00
D'Auteuil and Warwick.....	J. D. Morin.....	7	3	12	do.....	100 00
Drummondville and Melbourne.....	J. Blanchette.....	24	6	9	do (to Mar. 31, '97).	375 00
do do.....	M. Demanche.....	24	6	3	do from do ..	112 00
Drummondville and Railway Station (C.P.R.).....	J. F. Picotin.....	$\frac{1}{3}$	12	12	do.....	75 12
do do (D.C.R.).....	do.....	$\frac{3}{3}$	12	12	do.....	43 80
Duncan Station and Railway Station.....	P. Paul.....	125 yds.	6	12	do.....	10 00
East Arthabaska and Ste. Hélène de Chester.....	E. Juneau.....	9 $\frac{1}{2}$	6	9	do (to Mar. 31, '97).	150 00
do do.....	L. Durand.....	9 $\frac{1}{2}$	6	3	do from do ..	31 25
East Arthabaska and Stanfold.....	J. Gouin.....	5	6	12	do.....	118 50
Forestdale, Maddington Falls and Railway Station.....	A. Trudel.....	8 & 4 $\frac{1}{2}$	6 & 12	12	do.....	270 00
Forestdale and Moose Park.....	D. Mitchell.....	8	6	12	do.....	150 16
French Village and Richmond Station.....	L. Martin.....	15	6	12	do.....	325 00
Frontenac and St. Jean des Chailons.....	J. B. Fortier.....	9	6	12	do.....	150 00
Grande Mère and Lac à la Tortue.....	J. P. Riley.....	2 $\frac{1}{2}$	6	12	do.....	60 00
Grande Mère and Ste. Flore.....	H. Gélinas.....	4	6	12	do.....	98 00
Grandes Piles and Lac la Pêche.....	W. H. Parker.....	10	6	Part of seasons 1896 and 1897.....	150 00	
Grandes Piles and La Tuque.....	P. Chandonnet.....	72	1	12	months.....	236 50
Grandes Piles and St. Joseph de Mekinac.....	J. L. Doucette.....	20	1	12	do.....	78 00
Grand St. Esprit and Ste. Monique.....	E. Trudel.....	2 $\frac{1}{2}$	12	12	do.....	130 00
Hunterstown and Louiseville.....	H. Durand.....	17	6	12	do.....	299 00
Joliette and Lanoraie Station.....	J. Mirault.....	8	6	9	do (to Mar. 31, '97).	384 56
do do.....	W. Robillard.....	8	6	3	do from do ..	37 00
Joliette and Railway Station.....	J. Mirault.....	$\frac{1}{2}$	12	6	do (from Jan. 1, '97)	62 50
Joliette and St. Liguori.....	A. Lajeunesse.....	9 $\frac{1}{2}$	6	6	do (to Dec. 31, '96).	105 00
do do.....	M. Arbour.....	9	6	6	do from do ..	99 50
Joliette and Ste. Mélanie.....	C. Ptu.....	14	6	12	do.....	285 00
Joliette and St. Paul d'Industrie.....	A. Perreault.....	4	6	12	do.....	60 00
Kildare and St. Alphonse.....	G. E. Trudeau.....	12	3	9	do (to Mar. 31, '97).	117 00
Kildare and Ste. Beatrix.....	J. Gaudet.....	17	6	3	do from do ..	93 25
Kingsey Falls and Lorne.....	M. Morin.....	4	12	9	do (to Mar. 31, '97).	172 50
do do.....	L. Mercier.....	4	12	3	do from do ..	50 00
Kingsey Falls and Robson.....	O. Blake.....	7	2	12	do.....	60 00
La Baie and Nicolet.....	T. Vigneau.....	9	6	7	do (to Jan. 31, '97).	145 25
do do.....	D. Martel.....	9	6	5	do from do ..	74 16
La Baie and St. Zéphirin.....	T. Vigneau.....	8	6	7	do (to Jan. 31, '97)..	128 33
do do.....	F. Behsle.....	8	6	5	do from do ..	58 33
La Baie and Yamaska.....	T. Vigneau.....	20	6	7	do (to Jan. 31, '97).	393 75
do do.....	D. Martel.....	20	0	5	do from do ..	197 50
Lac à la Tortue and Railway Station.....	T. L'Heureux.....	$\frac{1}{3}$	12	12	do.....	36 00
Lac Bellemare and Shawenegan.....	E. Gélinas.....	9 $\frac{1}{3}$	2	12	do.....	120 00
Lachenaie and Terrebonne.....	O. Villeneuve.....	4 $\frac{1}{2}$	6	12	do.....	160 00
Lachevrotière and Lotbinière.....	C. Noël.....	3 $\frac{1}{2}$	6	12	do.....	275 00
Lac Masson and St. Emile.....	A. D'Ouest.....	10	2		.....	95 00

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lanoraie and Railway Station.....	N. Delisle	6	6	12 months.....	83 74
L'Assomption and L'Epiphanie.....	H. Thouin	3½	18 & 12	6 do (from Jan. 1, '97)	110 61
L'Assomption and St. Sulpice.....	P. H. Royal	5	6	12 do	175 00
Laurentides and Railway Station.....	D. Tourangeau	4	12	12 do	70 00
Laurentides and St. Calixte de Killenny.....	P. Chartrand.....	10	3	12 do	134 00
Lavaltrie and Railway Station.....	J. Grenier	8	6	12 do	250 00
L'Epiphanie and Railway Station.....	E. LeBlanc.....	12½	18 & 12	6 do (to Dec. 31, '96)..	76 13
do do	A. Lamarche.....	12½	18	6 do from do	61 50
L'Epiphanie and St. Jacques.....	G. Forest	12½	12	6 do (to Dec. 31, '96)..	200 00
do do	J. Forest.....	12½	12	6 do from do	200 00
L'Epiphanie and Ste. Julienne.....	J. P. Hétu	18	6	12 do	500 00
Lotbinière and River Boisclair.....	R. Bernier	6	6	12 do	140 00
Lotbinière and St. Croix.....	M. Lemay	14	6	12 do	350 00
Lotbinière and St. Jean des Chaillons.....	E. Chandonnet.....	10	6	12 do	274 00
Louiseville and Nancy.....	R. Caron.....	6	2	12 do	57 50
Louiseville and Railway Station.....	P. Lefebvre.....	½	19 & 12	12 do	127 62
Louiseville and Ste. Ursule.....	A. Sevignie.....	5½	6	12 do	99 00
Mascouche and Mascouche Rapids.....	J. Carmichael.....	3½	3	12 do	75 00
Mascouche and Railway Station.....	T. Beauchamp.....	1½	12	12 do	60 00
Mastigoche and St. Gabriel de Brandon.....	D. Provost.....	8	1	12 do	63 04
Methot's Mills and Ste. Agathe.....	L. L. Ratté.....	8	6	9 do (to Mar. 31, '97)..	135 00
do do	D. Laroche.....	8	6	3 do from do	27 50
Methot's Mills and St. Flavien.....	L. L. Ratté.....	4	6	9 do (to Mar. 31, '97)..	93 75
do do	D. Laroche.....	4	6	3 do from do	16 25
Mitchell and Ste. Brigitte des Saults.....	F. J. Juras.....	4	6	12 do	100 00
Mitchell and Ste. Perpétue.....	T. Decoteau.....	4	6	9 do (to Mar. 31, '97)..	75 00
Mitchell Station and Railway Station.....	W. P. Hamilton.....	½	12	12 do	25 00
Moulin Têtu and St. Agapit.....	J. Gosselin.....	3	6	6 do (from Jan. 1, '97)	49 00
New Armagh and St. Sylvestre.....	J. Orr	4½	2	12 do	44 00
Nicolet and Railway Station.....	J. Courteau.....	8	12	12 do	62 60
Nicolet and St. Grégoire.....	T. Pagé.....	8	12	9 do (to Mar. 31, '97)..	290 50
do do	A. Hébert.....	8	12	3 do from do	24 75
Notre-Dame de la Merci and St. Donat de Montcalm.....	C. Villeneuve.....	11½	2	7 do (to Jan. 31, '97)..	70 00
do do	W. Ritchie.....	11½	2	5 do from do	39 58
Notre-Dame de la Merci and St. Emile de Montcalm.....	T. Pagé.....	9	2	6 do (to Dec. 31, '96)..	65 00
do do	A. Moisan.....	9	2	1 do (to Jan. 31, '97)..	7 50
do do	J. Provost.....	9	2	5 do from do	37 50
Pierreville and Pierreville Mills.....	H. Comtois.....	4½	12 & 6	7 do (to Jan. 31, '97)..	113 30
do do	L. C. Gauthier.....	4½	12 & 6	5 do from do	60 22
Pierreville and St. Elphège.....	J. Forcier.....	7	6	12 do	158 00
Pointe du Lac and Railway Station.....	A. Biron.....	10	12	12 do	80 00
Pont de Maskinongé and Railway Station.....	A. Lafrenière.....	½	12	12 do	50 00
Pont de Maskinongé and St. Justin.....	EM. Chapdelaine.....	5	6	6 do (to Dec. 31, '96)..	120 00
do do	N. Gaboury.....	5	6	6 do from do	74 50
Proulxville and St. Tite.....	J. Lafontaine.....	6	6	12 do	143 00
Radnor Forges and Railway Station.....	J. J. Drummond.....	½	12	12 do	45 00
Rawdon and St. Liguori.....	H. Koeller.....	9	6	3 do (to Sept. 30, '96)..	54 75
do do	H. Hanna.....	9	6	9 do from do	161 25
Rawdon and St. Théodore.....	J. D. Gaudet.....	14	3	12 do	120 00
Repentigny and St. Paul l'Ermite.....	A. Perreault.....	2	6	12 do	80 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
River Mekinac and St. Joseph de Mekinac.....	J. L. Doucette.....	8	ftly.	12 months.....	36 00
Rivière Noire and Railway Station.....	A.E. Beauchemin.....	17 yds.	12	12 do	20 00
Rivière Noire and St. Rosaire.....	do	5	2	9 do (to Mar 31, '97).....	45 00
do	A. Rhéault.....	5	2	3 do from do	15 83
Rivière Noire and St. Valère de Bulstrode.....	A.E. Beauchemin.....	4½	6	12 do	180 00
St. Adelphe and St. Thècle.....	H. Côté.....	9	3	6 do (to Dec. 31, '96).....	62 12
do	N. Trépanier.....	9	3	6 do from do	60 00
St. Agapit and Railway Station.....	J. Paquet.....	½	12	12 do	75 00
St. Agapit and St. Sylvestre East.....	M. Vaillancourt.....	20	6	6 do (to Dec. 31, '96).....	250 00
do	N. Payette.....	20	6	6 do from do	200 00
St. Agathe and St. Agathe East.....	F. Donovan.....	4½	3	12 do	75 00
St. Agricole and St. Donat.....	I. Mantelt.....	16	ftly.	12 do	50 00
St. Aimé and Railway Station.....	P. Ménard.....	½	12	12 do	55 00
St. Aimé and St. David.....	S. Langlois.....	6	6	12 do	175 00
St. Aimé and Yamaska.....	P. Ménard.....	6½	6	12 do	120 00
St. Alexis des Monts and St. Paulin.....	L. P. Plante.....	10	6	12 do	223 00
St. Alphonse and Ste. Beatrix.....	N. Beaupré.....	4	3	9 do (to Mar. 31, '97).....	52 50
St. Alphonse and St. Côme.....	A. Labine.....	12	2	9 do (to Mar. 31, '97).....	84 00
do	F. Gauthier.....	12	3	3 do from do	35 00
Ste. Angèle de Laval and Railway Station.....	J. Coulombe.....	¼	12	12 do	36 00
Ste. Anne de la Pèrade and Railway Station.....	N. E. Angers.....	½	12	12 do	105 00
Ste. Anne de la Pèrade and St. Prosper.....	J. Courtois.....	7	6	12 do	117 00
Ste. Anne de Sorel and Sorel.....	N. Latraverse.....	3	6	12 do	100 00
St. Antoine and St. Apollinaire.....	F. X. Lafleur.....	5	3	3 do (to Sept. 30, '96).....	14 50
do	A. Aubin.....	5	3	9 do from do	36 00
St. Barnabé and St. Elie.....	S. Guillemette.....	9	6	12 do	149 98
St. Barnabé and Yamachiche.....	A. Bellemare.....	12	6	12 do	149 50
St. Barthélemi and Railway Station.....	J. Valois.....	1½	12	12 do	100 00
St. Barthélemi and St. Edmond de Berthier.....	H. Valois.....	10½	1	12 do	49 00
St. Barthélemi Station and Railway Station.....	C. Henault.....	180 yds.	12	12 do	15 00
St. Bonaventure and St. Guillaume.....	J. Letendre.....	7½	6	12 do	154 00
St. Célestin and Railway Station.....	E. Arseneau.....	1½	6	12 do	60 00
Ste. Clothilde and Victoriaville.....	P. Lavigne.....	18	6	9 do (to Mar. 31, '97).....	160 50
do	L. Lacomte.....	18	6	3 do from do	47 50
St. Cléophas and Railway Station.....	A. Martineau.....	¾	12	3 do (from Apl. 1, '97).....	11 00
Ste. Croix and St. Nicholas.....	N. Lambert.....	18	6	12 do	600 00
St. Cutlbert and Railway Station.....	I. Grandchamp.....	3	6	12 do	98 00
St. Cuthbert Station and Railway Station.....	J. Marchand.....	¼	12	12 do	20 00
St. Cyrille de Wendover and Railway Station.....	C. Lavoie.....	½	12	12 do	31 30
St. Damien and St. Gabriel de Brandon.....	J. Bélanger.....	6	4	12 do	170 00
St. David and St. Pie de Guire.....	M. Forcier.....	8	6	12 do	200 00
St. Didace and St. Gabriel de Brandon.....	E. Germain.....	6	6	12 do	140 00
St. Donat de Montcalm and Ste. Lucie de Doncaster.....	I. Mousseau.....	15	2	12 do	156 25
Ste. Emelie de l'Energie and St. Jean de Matha.....	T. D. Basinet.....	12	3	9 do (to Mar. 31, '97).....	131 25
do	M. Laporte.....	12	6	3 do from do	50 00
Ste. Emelie de l'Energie and St. Michel des Saints.....	J. Provost.....	33	2	12 do	400 00
St. Emile de Montcalm and St. Théodore.....	L. Giguère.....	8½	2	12 do	110 00

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Eugène de Grantham and Railway Station.....	G. Tanguay.....	3 $\frac{1}{2}$	12	6 mos. (to Dec. 31, '96).	87 50
do do.....	D. Belleville.....	3 $\frac{1}{2}$	12	6 do from do ..	70 00
St. Eugene de Grantham and St. Guillaume do.....	J. Dupuis.....	8	12	6 do (to Dec. 31, '96)..	212 50
do do.....	E. Dupuis.....	8	12	6 do from do ..	162 50
Ste. Eulalie and Railway Station.....	E. Prince.....	4	12	12 do	180 16
Ste. Eulalie and St. Samuel.....	G. Bergeron.....	4	2	12 do	50 16
St. Félix de Valois and Railway Station.....	G. Gravel.....	$\frac{3}{4}$	12	6 do (from Jan. 1, '97)	49 75
St. Felix de Valois and St. Jean de Matha.....	E. Lessard.....	8	6	9 do (to Mar. 31, '97)..	150 00
do do.....	M. Houle.....	8	6	3 do from do ..	37 25
St. Gabriel de Brandon and Railway Station.....	T. Michaud.....	$\frac{1}{2}$	12	6 do (from Jan. 1, '97)	45 00
St. Gabriel de Brandon and St. Norbert.....	D. Provost.....	10 $\frac{1}{2}$	6	6 do (to Dec. 31, '96).	142 50
Ste. Geneviève de Batiscan and Railway Station.....	N. Paquette.....	4	12	12 do	129 00
Ste. Geneviève de Batiscan and St. Stanislas.....	F. Despins.....	8	6	12 do	180 00
St. Germain de Grantham and Railway Station.....	G. Laplante.....	1	12	9 do (to Mar. 31, '97)..	56 25
do do.....	P. Houle.....	1	12	3 do from do ..	18 00
Ste. Gertrude and Ste. Marie de Blandford.....	I. Provencher.....	6	3	12 do	60 00
St. Hughes and St. Marcel.....	L. Cloutier.....	7	6	12 do	120 00
St. Jean des Chaillons and Three Rivers.....	J. Beauchène.....	32	6	12 do	700 00
St. Joseph de Brandon and Railway Station.....	M. Poirier.....	$\frac{3}{4}$	12	3 do (to Mar. 31, '97)..	11 25
St. Joseph de Sorel and Sorel.....	A. Bouvier.....	1 $\frac{1}{4}$	6	3 do (to Sept. 30, '96).	12 60
do do.....	E. A. Rivard.....	1 $\frac{1}{4}$	6	9 do from do ..	37 50
St. Léonard and Railway Station.....	J. Piche.....	$\frac{1}{2}$	12	12 do	37 56
St. Louis de Bonsecours and Railway Station.....	H. Theberge.....	$\frac{1}{2}$	12	12 do	40 00
St. Narcisse and Three Rivers.....	F. Nobert.....	19	6	7 do (to Jan. 31, '97)..	163 33
do do.....	H. Villette.....	19	6	5 do from do ..	41 66
St. Norbert and Railway Station.....	S. Carpentier.....	9	6	12 do	290 00
St. Ours and St. Roch Railway Station.....	T. Duhamel.....	2 $\frac{1}{2}$	12	12 do	80 00
St. Pierre les Becquets and Ste. Sophie de Levrard.....	Z. Lacerte.....	12	6	9 do (to Mar. 31, '97)..	150 00
do do.....	O. Gervais.....	12	6	3 do from do ..	45 00
Ste. Perpétue and Railway Station.....	T. Decoteau.....	4	6	3 do (from Apr. 1, '97)	24 50
St. Rémi de Tingwick and Warwick do.....	L. Robin.....	13	6	3 do (to Sept. 30, '96).	68 75
do do.....	G. Peloquin.....	13	6	9 do from do ..	206 25
St. Robert and Railway Station.....	P. Aucoin.....	$\frac{1}{2}$	12	12 do	30 00
St. Thécle and Railway Station.....	I. Brière.....	1	12	12 do	47 48
St. Tite and Railway Station.....	O. Trottier.....	$\frac{1}{2}$	12	12 do	50 08
Ste. Victoire and Sorel.....	A. Paulhus.....	9	3	12 do	140 00
Shawenegan and Three Rivers.....	P. Lapolice.....	21	6	12 do	390 00
Sorel and Railway Station (M.C.).....	B. Leclaire.....	$\frac{1}{2}$	12	9 do (to Mar. 31, '97)..	60 00
do do (M. & S.).....	S. Valois.....	$\frac{1}{2}$	12	3 do (to Mar. 31, '97)..	23 47
Sorel and Railway Stations.....	L. Paquin.....	$\frac{1}{2}$	12	3 do from do ..	25 00
Stanford and Railway Station.....	F. E. Poitras.....	$\frac{1}{4}$	12	12 do	36 00
Three Rivers and Railway Station.....	E. Normand.....	$\frac{3}{4}$	37 & 31	12 do	252 22
Three Rivers and Street Letter Boxes.....	do.....	3 $\frac{1}{4}$	18	12 do	448 75
Three Rivers and Valmont.....	H. Sigman.....	15	6	12 do	320 00
Vincennes and Railway Station.....	L. Dessureault.....	3	6	12 do	150 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Three Rivers Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Walker's Cutting and Railway Station	S. Labrecque	120 yds.	12	12 months	24 00
Warwick and Railway Station	S. Fortier.	$\frac{1}{2}$	6	9 do (to Mar. 31, '97).	13 50
do do	L. Triganne	$\frac{1}{2}$	6	3 do from do ..	4 50
Wickham West and Railway Station	F. Cormier	$\frac{1}{2}$	12	12 do	45 00
Yamachiche and Railway Station..	P. Pellerin	$\frac{1}{2}$	3	12 do	55 00
				Total	\$26,606 86

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, performed within the year ended 30th June, 1897.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abingdon and Canfield	W. Young	12	3	3 mos. (to Sept. 30, '96).	38 75
do do	do	12	6	5 do (to Feb. 28, '97).	114 58
Abingdon and Winona	J. Gould	16	6	12 do	458 00
Acton and Knatchbull	J. Martin	5	2	3 do (to Sept. 30, '96).	18 12
Acton and Speyside	do	5	2	3 do (to Sept. 30, '96).	18 12
Agincourt and Railway Station	W. Lawton	½	6	12 do	30 00
Agincourt—Transfer between Railway Stations	do	½	6	12 do	49 92
Air Line Junction and Railway Station	W. J. Minnes	½	6	12 do	40 00
Alberton, Lynden and Trinity	W. Dunham	7½ & 10½	6 & 3	9 do (to Mar. 31, '97).	168 00
do do	J. Tolan	7½ & 10½	6 & 3	3 do from do	45 00
Aldershot and Waterdown	P. Green	3½	12	12 do	173 00
Algoma Mills and Railway Station	G. C. McQuire	1	12	12 do	125 20
Allanburg and Railway Station	R. Skinner	½	12	12 do	96 00
Alloa and Snelgrove	R. Campbell	6	3	8 do (to Feb. 28, '97).	66 66
do do	do	3½	3	1 do (to Mar. 31, '97).	6 66
do do and Railway Station	do	3½	6	3 do from do	32 50
Alton and Railway Station	A. Menzies	½	12	12 do	118 94
Amigari and Railway Station	A. B. Hurrell	½	12	12 do	65 00
Ancaster and Hamilton	D. Jacobs	7	12	12 do	212 00
Ansonia and Thessalon	R. McPhee	8	1	12 do	49 00
Appleby and Railway Station	M. C. Prescott	½	6	12 do	85 00
Ash and Zimmerman Railway Station	W. H. Dorland	1½	6	12 do	48 00
Ashgrove and Georgetown	R. C. Nixon	4	6	12 do	200 00
Attercliffe Station and Railway Station	J. Sundy	½	12	12 do	108 00
Aurora and Railway Station	H. E. Proctor	½	24	12 do	120 00
Aurora and Schomberg	S. Wray	15	6	12 do	375 00
Aurora and Vandorf	B. Finley	7½	3	3 do (from Apr. 1, '97)	45 00
Aurora and White Rose	H. E. Proctor	12 r.t.	3	9 do (to Mar. 31, '97).	112 50
Ballantrae and Railway Station	R. Hill	½	12	12 do	60 00
Barclay and Railway Station	J. Hancock	½	12	12 do	50 00
Barrie Island and Gore Bay	W. N. Runnalls	12	1	12 do	100 00
Bar River, Echo Bay and Railway Station	W. Findlay	8 & 1½	1 & 6	12 do	150 00
Beansville and Rosedene	C. McKay	11	6	12 do	355 00
Beaver Mine, Murillo and Silver Mountain	J. Stevenson	11½ & 25	2	12 do	300 00
Bedford Park and Toronto	A. Gay	5½	6	12 do	270 00
Belfountain and Railway Station	C. F. Byam	1½	12	12 do	200 00
Bellingham and Iron Bridge	D. Bell	11	1	12 do	80 00
Bendale and Woburn	J. Larway	2	6	12 do	80 00
Bethany and Railway Station	G. Price	1½	12	12 do	50 00
Binbrook and Glanford Railway Station	J. McGann	5	6	12 do	165 00
Biscotasing and Railway Station	P. J. Finlan	100 yds.	12	12 do	15 65
Black Creek and Railway Station	I. H. Allen	1	12	12 do	60 00
Blackstock and Purple Hill	W. Bartley	4	2	12 do	55 00
Blind River and Railway Station	J. Hawkins, Sr.	½	12	12 do	93 90
Bolton, Castleberg and Mount Wolfe	S. J. Snell	6 & 5	6 & 3	12 do	260 00
Bolton and Railway Station	T. D. Elliott	½	24	12 do	60 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bowmanville and Caesarea.....	D. E. Gifford.....	44½	6	12 months.....	617 64
Bowmanville and Courtice.....	J. Walter.....	4½	6	12 do.....	120 00
Bowmanville and Railway Station.....	W. G. Glover.....	1½	6	12 do.....	35 00
Bowmanville and Tyrone.....	W. H. Moore.....	7	6	12 do.....	119 00
Bracondale and Bloor Street Branch.....	E. Boggis.....	1½	12	12 do.....	110 83
Brampton and Huttonsville.....	J. Hyatt.....	4	6	12 do.....	110 00
Brampton and Nortonville.....	J. Norton.....	3	3	8 do (to Feb. 28, '97).....	33 33
Brampton and Railway Station.....	W. R. Lewis.....	2½	12	12 do.....	134 00
Bridgburg and Railway Stations.....	H. Emrick.....	4	24	12 do.....	150 00
Britainville and Long Bay.....	W. McCormick.....	5	1	12 do.....	30 00
Bronte and Railway Station.....	J. S. McDonald.....	1½	12	12 do.....	125 20
Brookfield Station and Railway Station.....	M. Topp.....	1½	6	12 do.....	50 00
Brooklin and Railway Station.....	R. D. Hay.....	½	12	12 do.....	93 60
Brougham and Markham.....	H. Bennett.....	26½ r. t.	6	12 do.....	359 00
Brougham and Whitby.....	J. Scott.....	12	6	12 do.....	356 00
Bruce Mines and Cloudslee.....	A. McEwan.....	5	1	12 do.....	39 00
Bruce Mines and Railway Station.....	W. Fleming.....	2	12	9 do (to Mar. 31, '97).....	235 00
do do.....	H. McDonald.....	2	12	3 do from do.....	36 00
Bruce Mines and Richard's Landing.....	S. A. Marks.....	19	2	Season 1896-97.....	150 50
Bruce Mines and Rydal Bank.....	W. R. Smyth.....	6	2	12 months.....	104 00
Browns Nurseries and Ridgeville.....	C. Fisher.....	2	12	6 do (from Jan. 1, '97).....	20 00
Brunswick and Railway Station.....	L. C. Patterson.....	1½	6	12 do.....	70 00
Burketon Station and Enfield.....	T. Thorn.....	4½	6	12 do.....	75 00
Burketon Station and Railway Station.....	J. Burr.....	½	12	12 do.....	75 00
Burlington and Port Nelson.....	W. Bamford.....	1½	6	12 do.....	90 00
Burlington and Railway Station.....	do.....	½	6	3 do (to Sept. 30, '96).....	22 50
do do.....	F. A. McMillan.....	½	6	9 do from do.....	51 00
Burnaby and Wainfleet Railway Station.....	W. A. Kinnard.....	2	6	12 do.....	90 00
Burnhamthorpe and Cooksville Railway Station.....	F. D. Gill.....	6	6	12 do.....	275 00
Caché Bay and Railway Station.....	A. J. Young.....	700 yds.	24	12 do.....	135 00
Caistorville and Canfield.....	C. Hewitt.....	8	6	4 do (from Mar. 1, '97).....	49 33
Caldwell and Caledon.....	N. Patterson.....	4½	6	9 do (to Mar. 31, '97).....	156 00
do do.....	T. McCort.....	4½	6	3 do from do.....	21 25
Caledon and Railway Station.....	N. Patterson.....	½	18	9 do (to Mar. 31, '97).....	78 75
do do.....	W. J. Brown.....	½	18	3 do from do.....	9 50
Caledonia and Empire.....	W. Arrell.....	15	6	12 do.....	445 00
Campbellcroft and Railway Station.....	A. Smith.....	70 feet	6	12 do.....	40 00
Campbellville and Railway Station.....	R. M. Brown.....	½	6	12 do.....	60 00
Canfield and Darling Road, Canboro and Warner.....	J. E. Piper.....	6 & 23	6 & 3	12 do.....	195 00
Carleton West and Railway Station.....	J. Hayes.....	½	24	12 do.....	120 00
Carluke and Hamilton.....	G. Morton.....	13½	6	12 do.....	337 00
Carrville and Richmond Hill Railway Station.....	J. H. Prentice.....	3¾	6	12 do.....	124 00
Cartier and Railway Station.....	W. B. Robinson.....	½	12	12 do.....	10 00
Castlemore and Kleinburg Railway Station.....	J. Cairns.....	14 r. t.	6	12 do.....	250 00
Cataract and Railway Station.....	J. Howard.....	½	12	12 do.....	75 00
Cedar Dale and Railway Station.....	H. Robins.....	½	25	12 do.....	69 00
Chapleau and Railway Station.....	H. L. Nicholson.....	½	12	4 do 15 days (to Nov. 15, '96).....	31 87
do do.....	P. A. Mulligan.....	½	12	7 do 15 days from do.....	53 13
Chelmsford and Railway Station.....	G. Irwin.....	½	12	12 do.....	100 00
Cheltenham, Campbell's Cross and Railway Station.....	S. J. Reaney.....	21 r. t.	12 & 6	10 do (to Apr 30, '97).....	249 16
do do.....	W. Henry.....	21 r. t.	12 & 6	2 do from do.....	39 83
Chippewa and Niagara Falls.....	D. Histrop.....	6	12	9 do (to Mar. 31, '97).....	405 00
do do.....	G. H. Young.....	6	12	3 do from do.....	100 00
Churchville and Railway Station.....	T. A. Fogarty.....	½	6	12 do.....	80 00

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Claremont and Railway Station	J. Thompson		12	6 mos. (to Dec. 31, '96)..	56 88
do do	J. M. Graham		12	6 do from do	37 97
Claremont and Stouffville	G. Brownsberger	19 r. t.	6	12 do	240 00
Clarke and Kendal	M. Stanton	6½	6	12 do	181 52
Clarke and Railway Station	J. Pethick	5½	12	12 do	232 07
Clarkson and Railway Station	W. F. Clarkson		6	12 do	30 00
Clyde and Leslie Railway Station	E. McNichol	1½	6	12 do	120 00
Cockburn Island and Thessalon	W. J. Harper	27	1	Season 1896-97	236 00
Coleman and Railway Station	T. Gibson	½	12	12 months	120 00
Collins Inlet and Killarney	C. W. Pitt	18	2	12 do	221 00
Cooksville and Railway Station	C. R. Colwell	1	12	12 do	140 00
Copetown and Orkney	A. P. Thompson	3	6	12 do	144 00
Copper Cliff and Sudbury	F. Hamilton	5	6	12 do	170 00
Credit Forks and Railway Station	G. G. Smith	½	12	12 do	78 00
Crowland and Welland	J. McQueen	4	3	12 do	109 00
Crystal Beach and Railway Station	F. Snyder	1½	12	Part of seasons 1896 & 97.	12 20
Cutler and Railway Station	C. W. Way	50 yds.	12	12 months	60 00
Davenport and Fairbank	D. McComb	2½	6	12 do	100 00
Davenport and Railway Station	W. Rowntree	50 yds.	12	12 do	50 00
Davenport and Toronto Junction	J. S. Kirkwood	1	6	6 do (to Dec. 31, '96)..	37 50
Deer Park and Yorkville	G. Weatherill	1½	6	12 do	83 30
Desaulniers and Verner	J. B. Seré	11	1	9 do (to Mar. 31, '97).	56 25
do do	N. Bélanger	11	1	3 do from do	16 00
Desbarats and Gawas	M. C. Aubin	6½	2	Season 1896-97	151 50
Desbarats and Railway Station	E. H. Twight	100 yds.	12	12 months	1 00
Desbarats and Richards Landing	C. A. Young	8	2	Part of season 1896	26 00
Desert and Stobie Railway Station	R. McClelland	7	3	12 months	132 00
Dinorwic and Fort Francis	Muirhead and Vaughan	90	2	Part of season 1896-97	60 00
Dinorwic and Railway Station	J. Muirhead	30 yds.	12	3 months and 12 dys. (from Mar. 20, '97)	5 66
Don and Toronto	J. H. Smith	8	6	12 do	360 00
Dovercourt and Davenport Railway Station	J. A. Hopkins	1½	6	12 do	75 00
Downsview and Railway Station	P. Beake		6	12 do	100 00
Drunquin and Milton	T. W. Crozier	18 r. t.	6	12 do	149 00
Dryden and Railway Station	D. Smith		12	6 do (from Jan. 1, '97)	20 00
Dunbarton and Railway Station	G. White		6	12 do	54 00
Dundas and Sheffield	W. J. Moore	14	6	12 do	449 00
Dunnville and Railway Station	M. Culleton	½	24	12 do	133 32
Dunnville and Welland Port	L. Durham	12	6	12 do	300 00
Eagle River Station and Railway Station	C. J. Hickey	½	12	6 do (to Dec. 31, '96)..	12 50
do do	J. F. Hurley	½	12	6 do from do	12 50
East Toronto and York Railway Station	S. Kennedy	½	24	12 do	195 00
Echo Bay and Sylvan Valley	S. R. Haldenby	6½	1	12 do	60 00
Edgeley and Thornhill Railway Station	J. Burkholder	2	6	12 do	122 00
Elcho and Smithville	J. R. Bowman	8½	3	12 do	105 72
Elder's Mills and Railway Station	D. McGeachie		6	6 do (to Dec. 31, '96)..	30 00
do do	D. Elder		6	6 do from do	30 00
Elia and Railway Station	J. Tisdale		6	12 do	70 00
Elizabethville and Port Hope	J. F. Beatty	32 r. t.	6	12 do	470 00
Elmbank and Malton	I. Sanders	25 r. t.	6	12 do	367 00
Emery and Railway Station	J. Watson	½	6	12 do	70 00
Fleetwood and Franklin	J. Morrow	2	6	12 do	89 00
Fonthill and North Pelham	J. L. Thomas	10	6	12 do	284 00
Fort Erie and Railway Stations	H. C. Lewis	1½	48	12 do	360 00

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hawk Lake and Railway Station..	A. B. McCay...	1	12	12 months.....	22 00
Hayesland and Mill Grove.....	E. Young.....	3 1/2	6	12 do.....	136 00
Heron Bay and Railway Station..	J. A. Nicol.....	20 ft.	12	6 do (to Dec. 31, '96)..	37 50
do do.....	O. Jalbert.....	20 ft.	12	6 do from do.....	37 50
Hewitt and Railway Station.....	J. B. Hewitt.....	4	6	12 do.....	45 00
Honora and Little Current.....	W. Graham.....	13	1	12 do.....	40 00
Humber and Weston.....	M. & J. Harris..	8	6	12 do.....	300 00
Humber Bay and Swansea Railway Station.....	C. W. Hughes.....	1 1/2	12	12 do.....	150 00
Humberstone and Railway Station.	V. Hopf.....	1 1/2	24	12 do.....	124 80
Ignace and Railway Station.....	J. Davies.....	1	12	12 do.....	80 00
Inglewood and Railway Station..	J. M. Scott.....	2	12	12 do.....	52 00
Iron Bridge and Thompson.....	R. Arnill.....	8	2	12 do.....	120 00
Islington and Railway Station..	T. Musson.....	1/2	6	12 do.....	93 90
Jackfish and Railway Station.....	S. A. Eakins.....	1/2	12	12 do.....	150 00
Janetville and Pontypool.....	J. Chambers.....	29 r.t.	6	12 do.....	440 00
Jefferson and King Railway Station	G. Harper.....	10 1/2	6	9 do (to Mar. 31, '97)..	265 26
do do.....	J. Fisher.....	10 1/2	6	3 do from do.....	61 00
Jocelyn and Marksville.....	C. Cooper.....	12 1/2	1	12 do.....	60 00
Jordan and Railway Station.....	A. S. Moyer.....	1 1/2	12	12 do.....	95 00
Jordan and Vineland.....	do.....	1 1/2	6	12 do.....	75 00
Kaministiquia and Railway Station	H. Whitfield.....	1	12	12 do.....	25 00
Keewatin and Railway Station.....	J. A. Fletcher..	1	12	12 do.....	281 70
Kelso and Christie's Siding.....	D. Smith.....	2	6	12 do.....	50 00
Killarney and Little Current.....	J. J. Taylor.....	46	3	Part of seasons 1896 & 97	252 00
do do.....	J. Kidder.....	46	3	Part of season 1897.....	252 85
Kilmanagh and Mono Road Station	H. McTaggart..	3	3	8 mos. (to Feb. 28, '97)..	66 66
do do.....	M. Stonehouse..	3	3	4 do from do.....	23 00
Kimbo and Adams' Corners.....	W. Newham.....	1	2	12 do.....	26 00
King and Railway Station.....	J. Montgomery..	1 1/2	6	12 do.....	54 00
King and Strange.....	E. Marshall.....	4 1/2	6	12 do.....	140 00
Kirkwall and Rockton.....	G. W. Hendrie..	15 & 17 1/2	6	1 do (to July 31, '96)..	12 33
do do.....	do.....	17 1/2 r.t.	6	11 do from do.....	158 25
Kleinberg and Railway Station..	J. Cairns.....	1 1/2	12	12 do.....	150 00
Knatchbull and Speyside.....	J. Martin.....	9 1/2	2	9 do (to Mar. 31, '97)..	94 50
L'Amaroux and Unionville.....	W. Weatherhill.	22 r.t.	6	9 do (to Mar. 31, '97)..	232 50
do do.....	J. Robinson.....	22 r.t.	6	3 do from do.....	56 75
Laird and McLennon.....	C. Venn.....	4 1/2	1	6 do (from Jan. 1, '97)	19 50
Lambton Mills and Railway Station	W. Suggitt.....	1 1/2	18	12 do.....	155 00
Langstaff and Thornhill.....	H. Horne.....	1 1/2	6	12 do.....	100 00
Leaside Junction and Railway Station	J. McLea.....	300 yds.	12	12 do.....	12 00
Lemonville and Stouffville.....	J. Storry.....	10 r.t.	6	10 do (to Apr. 30, '97)..	111 66
do do.....	do.....	16 r.t.	6	2 do from do.....	33 50
Leskard and Newcastle.....	M. Jackson.....	10	6	12 do.....	300 00
Leskard and New Park.....	R. Miller.....	4	2	12 do.....	47 48
Lily Lake and Manitowaning.....	G. Morrow.....	7	1	6 do (to Dec. 31, '96)..	35 00
do do.....	S. T. Norton.....	7	1	6 do from do.....	25 00
Linton and Kleinburg Railway Station	J. A. Simpson..	11 1/2 & 13 1/2	6	12 do.....	265 00
Lisgar and Trafalgar Railway Station	W. J. Marshall..	1	6	12 do.....	85 00
Little Current and Massey Railway Station	A. McEachern..	22	6 & 3	Season 1896-97.....	400 00
Little Current and Shequindah.....	W. Caughell.....	8	2	do do.....	40 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Little Rapids and Thessalon	T. A. Strain	4	4	6 mos. (to Dec. 31, '96)..	26 00
do do	A. W. Kerr	4	4	6 do from do	26 00
Livingstone Creek and Thessalon	A. McKiggan	6	2	12 do	75 00
Lockton and Centreville Railway Station	S. Squier	1 $\frac{1}{2}$	6	9 do (to Mar. 31, '97).	63 75
do do	W. C. Burrell	1 $\frac{1}{2}$	6	3 do from do	13 50
Long Branch and Railway Station	A. R. Buckles	1 $\frac{1}{2}$	12	Part of seasons 1896-97..	12 00
Lorne Park and Railway Station	G. D. Perry	1 $\frac{1}{2}$	12	Part of season 1896	4 50
do do	F. Reper	1 $\frac{1}{2}$	12	Part of seasons 1896-97..	7 50
Lowbanks and Boulton Ditch Crossing	I. Michener	1 $\frac{1}{2}$	6	12 months	80 00
Lowville and Milton	W. Griffith	7	6	9 do (to Mar. 31, '97).	150 00
do do	W. Brudham	7	6	3 do from do	49 75
MacLennan and Tarbutt Crossing	M. MacLennan	4	2	12 do	100 00
Macville and Railway Station	A. Hope	1 $\frac{1}{2}$	6	12 do	55 00
Malton and Mortonville	W. Rollings	22 r.t.	6	4 do (from Mar. 1, '97)	86 66
Malton and Sandhill	S. Scales	12	6	8 do (to Feb. 28, '97)..	214 00
Malvern and Scarboro' Junction	R. Bell	22 r.t.	6	8 do (to Feb. 28, '97)..	242 00
do do	J. Gibson	22 r.t.	6	4 do from do	110 00
Manchester and Railway Station	W. Stone	1 $\frac{1}{2}$	12	12 do	84 00
Manitowaning and Providence Bay	J. Shields	40 $\frac{1}{2}$	2	12 do	439 00
Manitowaning and Wikwemikong	J. Algeo	6	2	Part of seasons 1896-97..	55 00
Mansewood and Railway Station	I. Wooding	1 $\frac{1}{2}$	6	12 months	50 00
Manvers Station and Railway Station	W. Porter	1 $\frac{1}{2}$	6	12 do	46 80
Maple and Richmond Hill Railway Station	C. T. Ham	1 $\frac{1}{2}$	12	12 do	100 00
Maple and Vellore	W. H. Wilson	11 $\frac{1}{2}$ r.t.	6	12 do	199 44
Markham and Railway Station	R. Welsh	1 $\frac{1}{2}$	24	3 do (to Sept. 30, '96).	39 12
do do	W. Michael	1 $\frac{1}{2}$	24	9 do (from do)	93 60
Markstay and Railway Station	A. S. Lefebvre	200 yds.	12	12 do	93 90
Marksville and Tenby Bay	A. W. Gibbs	13	1	12 do	53 72
Marshville and Railway Station	W. McOuet	3 $\frac{1}{2}$	12	6 do (to Dec. 31, '96)..	100 00
do do	R. Haymes, jun.	3 $\frac{1}{2}$	12	6 do from do	62 50
Massey Station and Railway Station	W. N. H. Bowers	20 rods	12	12 do	75 12
Meadowvale and Railway Station	C. W. Switzer	7 $\frac{1}{2}$	12	12 do	150 00
Melville Cross and Railway Station	H. Scott	1 $\frac{1}{2}$	6	12 do	40 00
Michipicoten River and Missanabie	W. Spence	55	2	1 do (to July 31, '96)..	37 50
Millbrook and Mount Pleasant	J. McLean	8	6	12 do	263 00
Millbrook and Railway Station	W. Vance	3 $\frac{1}{2}$	36	9 do to Mar. 31, '97)..	253 80
do do	do	3 $\frac{1}{2}$	36	3 do from do	46 80
Millbrook and Street Letter Box	W. Williams	1 $\frac{1}{2}$	6	9 do (to Mar. 31, '97).	37 50
Milton and Railway Station (C. V.)	T. W. Crozier	1 $\frac{1}{2}$	12	12 do	30 00
do do (N. & N.W.)	do	1 $\frac{1}{2}$	18	12 do	40 00
Missanabie and Railway Station	H. A. Fournier	50 ft.	12	12 do	25 00
Mono Mills and Mono Road Railway Station	R. Arlow, jun.	9	6	12 do	343 00
Mono road Station and Railway Station	J. Judge	1 $\frac{1}{2}$	12	12 do	36 00
Mono Road Station and Sandhill	J. White	2 $\frac{1}{2}$	6	4 do (from Mar. 1, '97)	25 00
Montrose and Port Robinson	L. Furry	5	3	12 do	104 00
Moulton and Dodge Crossing	A. Hoffman	1 $\frac{1}{2}$	6	12 do	40 00
Mount Albion and Rymal Railway Station	C. Stewart	2 $\frac{1}{2}$	6	12 do	110 00
Mount Dennis and Railway Station	G. Marshall	1 $\frac{1}{2}$	12	6 do (to Dec. 31, '96)..	20 00
do do	do	1 $\frac{1}{2}$	12	6 do from do	15 00
Mulgrave and Ridgeway	C. J. Bitner	4	3	12 do	78 00
Murillo and Railway Station	A. McLean	1 $\frac{1}{2}$	12	12 do	175 00
Myrtle and Railway Station	W. R. Derby	1 $\frac{1}{2}$	12	12 do	60 00
Myrtle Station and Railway Station	W. G. Armour	1 $\frac{1}{2}$	12	12 do	62 60

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					¢ cts.
Nassagaweya and Campbellville Railway Station.....	J. Easterbrook..	5½	6	3 mos. (to Sept. 30, '96).	50 00
Nelsonville and Railway Station.....	A. Dever.....	6	12	do	100 00
Nepigon and Railway Station.....	J. Cowie.....	6	12	do	78 00
Netherby and Railway Station.....	J. Bauer.....	6	12	do	80 00
Newcastle and Orono.....	M. Jackson.....	5	6	12 do	155 00
Newmarket and Pine Orchard.....	T. Somerville...	4½	3	12 do	89 00
Newmarket and Railway Station.....	do	24	12	do	114 00
New Toronto and Railway Station.....	A. Fox.....	1½	12	9 do (to Mar. 31, '97).	85 50
do do	C. Lynn.....	1½	12	3 do from do	22 00
Niagara and Niagara Falls.....	J. A. Slingerland	15	6	12 do	440 00
Niagara and Railway Station.....	R. Warren.....	12	12	do	60 00
do do	do	12	12	Season 1896.	20 00
Niagara and St. Catharines.....	R. J. Allen.....	12	6	12 months.....	265 00
Niagara Falls and Railway Station.....	W. W. Woodruff	12	12	do	52 00
do do	do	12	6	Season 1896 and part of season 1897.	8 67
Niagara Falls and Suspension Bridge, N. Y.....	do	½	6	12 months.....	84 00
Norman and Railway Station.....	J. B. Davies.....	100 yds.	12	12 do	270 00
Norval and Railway Station.....	T. Hewson.....	1½	6	12 do	100 00
Oakville and Trafalgar.....	E. Hillmer.....	4	6	9 do (to Mar. 31, '97).	168 75
do do	do	4	6	3 do from do	15 00
Oshawa and Raglan.....	F. Coleman.....	23 r.t.	6	12 do	299 00
Oshawa and Railway Station.....	R. C. Carter.....	1½	6	12 do	40 00
Oshawa and Street Letter Box.....	do	1½	12	12 do	65 00
do do	do	1½	12	12 do	40 00
Palermo and Bronte Railway Station.....	G. Sargeant.....	3	12	12 do	198 00
Pelham Union and Tintern.....	H. N. Cosby.....	3	3	12 do	60 00
Peninsula Harbour and Railway Station.....	J. D. Mudge.....	½	6	12 do	75 00
Pine Grove and Woodbridge.....	J. G. Elliston.....	1½	6	12 do	55 00
Pontypool and Railway Station.....	T. Stanton.....	17½	18	12 do	104 40
Poplar Dale and Rydal Bank.....	W. Coward.....	14	1	12 do	112 00
Port Arthur and Railway Station.....	T. J. Read.....	12	12	do	198 00
Port Colborne and Railway Station.....	J. Saurin.....	12	36	12 do	146 00
Port Coldwell and Railway Station.....	R. Jackson.....	20 ft.	12	3 do (to Sept. 30, '96).	7 50
do do	do	20 ft.	12	9 do from do	30 00
Port Credit and Railway Station.....	J. Hamilton.....	12	6	12 do	78 24
Port Dalhousie and Railway Station.....	F. W. Smith.....	12	30	12 do	200 00
Port Hope and Railway Station (G. T.).....	C. R. Adamson..	½	6	12 do	25 00
Port Hope and Midland Railway Station.....	do	½	36	12 do	200 00
Port Hope and Ross Mount.....	S. Lill.....	7	2	12 do	70 00
Port Hope and Street Letter Boxes.....	R. Elliott.....	4½	12	12 do	200 00
Port Lock and Stobie Railway Station.....	P. Stobie.....	1½	3	12 do	40 00
Port Maitland and Railway Station.....	W. J. Moss.....	4	6	3 do (to Sept. 30, '96).	47 50
do do	H. Siddall.....	4	6	9 do from do	138 06
Port Perry and Railway Station.....	W. Cook.....	12	18	12 do	60 00
Port Perry and Shirley.....	T. Espin.....	5	2	12 do	80 00
Port Perry and Uxbridge.....	W. F. Byam.....	12	6	12 do	290 00
Port Robinson and Railway Station.....	C. E. McCoppen	12	24	6 do (to Dec. 31, '96)..	70 00
do do	do	12	24	6 do from do	62 50
Port Whitby and Railway Station.....	C. Fox.....	12	12	do	25 00
Prince Albert and Railway Station.....	C. Fallis.....	12	12	do	80 00
Rat Portage and Railway Station.....	L. Hillard.....	12	12	do	200 00
Renforth and Southcote.....	H. Smith.....	2	6	12 do	50 08
Richards Landing and Sea Gull.....	G. Smedley.....	6	1	12 do	51 00

Post Office Department.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						\$ cts.
Richmond Hill and Railway Station	W. R. Proctor	3½	12	12	12 months	313 00
Richmond Hill and Toronto	J. Palmer	16	6	6	do (to Dec. 31, '96)..	0 50
Ridgeway and Railway Station	P. W. Anthony	4	12	12	do	72 00
Rockside and Terra Cotta	J. Harber	3½	2	9	do (to Mar. 31, '97).	36 75
do do	G. Davidson	3½	2	3	do from do	13 00
Rosspoint and Railway Station	J. J. Morrow	50 yds.	12	6	do (to Dec. 31, '96)..	12 00
do do	J. A. Nicol	50 yds.	12	6	do from do	12 00
Rouge Hill and Toronto	R. H. Crew	17	6	12	do	499 00
St. Azilda and Rayside Crossing	Z. Regimbal	1½	3	12	do	80 00
St. Catharines and Railway Station	M. Ireson	1	24	6	do (to Dec. 31, '96)..	139 04
do do	D. Walker	1	24	6	do from do	120 90
St. Catharines and Street Letter Boxes	J. J. Richardson			4	do (to Dec. 31, '96)..	84 25
do do	M. Ireson	15	1,2 & 4	6	do from do	117 50
Sault Ste. Marie and Railway Station	A. Templeton	½	13	12	do	237 30
Savanne and Railway Station	J. H. Campbell	50 ft.	12	12	do	25 00
Schreiber and Railway Station	J. E. Walker	200 yds.	12	12	do	100 00
Scotch Block and Railway Station	W. Hampshire	1/8	6	3	do (to Sept. 30, '96).	12 50
do do	do	1/8	6	9	do from do	45 00
Seagrave and Railway Station	I. Johnson	1/8	6	12	do	60 00
Sheridan and Cooksville Railway Station	W. H. Falconer	8	6	12	do	330 00
Sherkston and Railway Station	B. F. Sherk	½	12	12	do	75 00
Siloam and Uxbridge	J. Imrie	16 r. t.	3	12	do	134 00
Silverdale and Tintern	J. J. Romp	3	3	12	do	50 00
Smithville and Welland Port	C. Neale	9	6	12	do	218 96
Snelgrove and Railway Crossing	R. Quin	½	6	9	do (to Mar. 31, '97).	52 50
Snider's Corners and Trafalgar	J. M. Snider	7	3	9	do (to Mar. 31, '97).	90 00
do do	R. Snider	7	3	3	do from do	30 00
Snyder and Stevensville Railway Station	T. Snyder	1¼	6	9	do (to Mar. 31, '97).	93 75
do do	J. J. Willick	1¼	6	3	do from do	22 00
South Bay Mouth and Tehkumamah	S. Sloan	19	1	9	do (to Mar. 31, '97).	112 50
do do	D. L. McPhail	19	1	3	do from do	24 00
Sowerby and Dayton Railway Station	A. H. Hagan	6¼	2	9	do (to Mar. 31, '97).	109 35
do do	W. Harris	6¼	2	3	do from do	25 50
Spanish River Station and Railway Station	W. W. Grant	½	6	1	do (to July 31, '96)..	5 00
do do	do	½	12	11	do from do	91 66
Spragge and Railway Station	C. E. Smith	½	12	12	do	125 20
Stevensville and Railway Station	J. D. Gilmour	½	12	12	do	64 00
Stony Creek and Woodburn	J. Cowan	15 r. t.	6	12	do	240 00
Stouffville and Railway Station	O. Forsyth	½	30	3	do (to Sept. 30, '96).	17 50
do do	M. F. Mertens	½	30	9	do from do	58 50
Streetsville and Railway Station Junction	J. Drenman	¾ & ½	18	12	do	200 00
Sturgeon Falls and Railway Station	J. Hewis	¾	24	12	do	168 02
Sudbury and Railway Station	S. Fournier	¾	24	12	do	203 45
Suspension Bridge Tolls	T. Reynolds			12	do	40 00
Swansea and Railway Station	J. Worthington	100 yds.	18	3	do (to Sept. 30, '96).	15 00
Taché Station and Railway Station	W. H. Meneray	1	12	12	do	25 00
Terra Cotta and Railway Station	J. Harber	1	6	12	do	39 00
Thessalon and Railway Station	W. Hetherington	3	12	12	do	100 16
Thessalon and Wharncliffe	J. Lightle	19¼	1	12	do	105 00
Thompson and Railway Station	R. Tyner	30 ft.	6	12	do	30 00
Thornhill and Railway Station	J. H. Francis	3	12	12	do	275 00
Thornhill and Toronto	do	12	6	12	do	249 00
Thorold and Railway Station	J. Dale	4	24	6	do (to Dec. 31, '96)..	94 80
do do	P. R. Warner	4	24	6	do from do	85 25

DETAIL of all payments for Mail Transportation in Toronto Postal Division,
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Toronto and Branch Post Offices...	R. Bond.....			12 months.....	3,400 00
Toronto Letter Carriers Service...	Toronto Ry. Co.....			10 do from Sept. 1, '96.	4,040 00
Toronto and C. P. and Northern Railway Station.....	Hendrie Co.....			12 do.....	530 00
Toronto and Union Station.....	J. Hendry.....			Special trips.....	2 25
Toronto and Railway Station (C. V.).....	do.....	1	24	12 months.....	237 88
Toronto and Railway Station (Midland).....	do.....	1	30	12 do.....	297 35
Toronto and Queen Street Crossing.....	do.....	1½	6	6 do (to Dec. 31, '96)..	33 60
Toronto and Railway Station (T.G. & B.).....	do.....	1	24	12 do.....	237 88
Toronto Junction and Railway Station.....	J. S. Kirkwood.....	½	42	6 do (to Dec. 31, '96)..	106 61
do do.....	do.....	½	36	6 do from do.....	94 76
Unionville and Railway Station.....	J. Webber.....	½	24	3 do (to Sept. 30, '96).	23 75
do do.....	G. H. Neville.....	½	24	9 do from do.....	49 50
Uxbridge and Railway Station.....	L. J. Simpson.....	½	24	12 do.....	100 16
Uxbridge and Victoria Corners.....	J. Wagg.....	19 r.t.	3	12 do.....	145 00
Vermilion Bay and Railway Station.....	J. S. Killam.....	½	12	12 do.....	24 00
Verner and Railway Station.....	C. G. Guenette.....	½	24	12 do.....	160 00
Vinemount and Cross Roads.....	J. R. Lane.....	1	5	3 do from Apr. 1, '97.	25
Vivian and Railway Station.....	G. W. McCormack.....	½	12	12 do.....	70 00
Wabigoon and Railway Station (C.P.).....	D. McKay.....	500 ft.	12	2 do from May 1, '97.	3 33
Wahnapitche and Railway Station.....	F. Hamel.....	½	24	12 do.....	238 00
Walford Station and Railway Station.....	A. G. Walford.....	½	6	12 do.....	46 95
Warren and Railway Station.....	G. M. Warren.....	100 yds.	24	12 do.....	160 00
Webbwood and Railway Station.....	W. J. Webb.....	½	12	12 do.....	125 20
Welland and Railway Station (C.S.).....	J. McQueen.....	1½	12	12 do.....	100 16
Welland and Street Letter Boxes.....	do.....	½	18	12 do.....	70 00
Welland and Welland Port.....	C. E. Neale.....	15	6	2 do (to Aug. 31, '96).	56 58
do do.....	do.....	15	6	10 do from do.....	288 54
Welland and Welland Railway Station.....	O. H. Garner.....	¾	24	12 do.....	150 24
Wesleyville and Newtonville Railway Station.....	W. Thorndyke.....	1½	6	12 do.....	84 51
Weston Street Letter Box and Railway Station.....	E. Gurney.....	250 yds.	18	12 do.....	40 00
Whitby and Railway Station (G. T.).....	J. T. McGeary.....	1½	6	12 do.....	60 00
Whitby and Mount Perry Railway Station.....	J. Scott.....	½	18	12 do.....	84 51
Whitefish and Railway Station.....	J. D. Gemmell.....	½	6	12 do.....	40 00
White River and Railway Station.....	MC. McLaughlin.....	½	12	5 do (to Nov. 30, '96).	20 84
do do.....	W. H. McDougall.....	½	12	7 do from do.....	29 16
Woodbridge and Railway Station.....	J. G. Elliston.....	½	24	12 do.....	95 00
Worthington and Railway Station.....	J. Dwyer.....	½	12	12 do.....	62 60
Zimmerman and Burlington Railway Station.....	D. Wilkins.....	9	6	12 do.....	312 00
				Total.....	\$61,773 73

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

Post Office Department.

DETAIL of all payments for Mail Transportation in the Dominion of Canada performed within the year ended 30th June, 1897.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period,	Amount.
Albemi and Victoria.	Canadian Pacific Navigation Co.	212	Tri-monthly	12 months (to 30th June, 1897).....	742 00
Arrowhead and Robson	Columbia and Kootenay Steam Navigation Company	122	2	do and arrears	2,048 25
Bella Coola and Mail Steamer.	R. Draney	60	fly & intfly	do	475 00
Bell Ewart and Roach's Point.	T. Ellis	2	6	Part of seasons 1896 and 1897	51 00
Bobygeon and Lindsay (via Sturgeon Point).	Trent Valley Navigation Co.	24	12	do	157 50
Carillon and Lachine	Ottawa River Navigation Co.	48	6	do	404 58
Chicoutimi and Quebec	Richelieu and Ontario Navigation Co.	235	As required	do	4,285 71
Collingwood and Sault Ste. Marie.	Great Northern Transit Co.	485	2	Part of season 1896	1,609 51
do	North Shore Navigation Co.	485	2	Part of seasons 1896 and part of season 1897	1,580 94
Collingwood and Killarney	Great Northern Transit Co.	247	1	12 months	211 85
Comox and Nanaimo	Esquimaux and Nanaimo Railway Co.	68	2	Part of season 1896	600 00
Cutler and Manitowaning, &c.	Thos C. Sims	77	4	Part of season 1897	425 00
do	L. O. Armstrong	41	4	do	143 00
Desbarats and Richards Landing.	F. V. Rodgers	14	12	12 months	2,889 54
Deseronto and Picton	Deseronto Navigation Co.	286	Fortnightly.	Part of seasons 1896 and 1897	3,400 00
Esquimaux Point and Rimouski.	A. Fraser & Co.	160	1	Part of season 1896	534 00
Fort Frances and Rat Portage	Estate of E. W. Brydges	162	1	Part of season 1897	255 00
do	C. Lewis	39	Fortnightly.	Part of season 1896	15 00
do	D. Mosher	39	do	Part of season 1897	28 00
Fort Frances and Seine River.	F. W. Coates	84	6	Season 1896 and part of season 1897	1,464 09
do	Star Line Steamship Co.	9	6	Part of seasons 1896 and 1897	200 00
Fredericton and St. John	Thousand Island Railway Co.				
Gananoque and Clayton, U.S.	R. A. Miller	356	Fortnightly.	do	1,300 00
Gaspé Basin and North Shore River St. Lawrence	Muskoka Navigation Co.	48, 25½ & 50	6	do	3,301 25
Halifax and Boston, U.S.	Canada Atlantic and Plant Steamship Co.	400	1	12 months	730 21
Halifax and St. Johns, Newfoundland.	New York, Newfoundland and Halifax Steamship Co.				
do	Canada and Newfoundland Steamship Co.	531	As required.	12 do	1,875 00
do	C. W. Starkey	540	do	12 do	1,091 42
Heartfield Point and St. John	W. W. Reynolds	12	6	Part of season 1896.	216 67
Juniper Island and Lakefield.	Capt. W. Scollard	12	6	do	15 83
do	G. F. Hayward	45	4	do	37 50
Kaslo and Nelson.	Canadian Pacific Railway Co.	45	6	7 months (to 31st January, 1897).....	403 05
do	J. Paterson	45	3	2 do (to 31st March, 1897)	54 00
do	Columbia and Kootenay Steam Navigation Company	45	6	6 do (to 31st December, 1896).	355 50
do		45	6	7 do (to 31st January, 1897 and arrears).....	828 00

DETAIL of all payments for Mail Transportation in the Dominion of Canada performed within the year ended 30th June, 1897.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
Kaslo and Nelson.	International Trading and Navigation Co.	45	6	5 months from 1st Feb. 1897.	580 50
Kingston and Cape Vincent, U.S.	M. H. Folger.	18	12	do	1,200 00
Kingston and Thousand Island Park.	do	24	6	Part of season 1896.	133 34
Lake Temiscamingue and Head of Long Sault.	A. Lumsden.	110	1	Part of seasons 1896 and 1897.	135 00
Levis and Quebec.	Quebec and Levis Ferry Co.	1	25 and 12	12 months.	586 64
L'Original and Ottawa.	Ottawa River Navigation Co.	59	6	Part of seasons 1896 and 1897.	579 15
Louise du Blanc Sablon and Natashquan.	J. Hébert.	271	15 trips	do	361 66
Montreal and Quebec.	Richelieu and Ontario Navigation Co.	180	6	do	3,809 52
Moodyville and Vancouver.	Union Steamship Co.	34	9	12 months.	500 00
Nass Harbour, Fort Simpson and Victoria.	J. D. Warren.	114	ftly & mthly	do	4,000 00
Nanaimo and Vancouver.	Union Steamship Co.	40	6	do	2,504 00
Nanaimo and Victoria.	Esquimault and Nanaimo Railway Co.	75	2	do	780 00
New Denver and Sloean.	Slocan Trading and Navigation Co.	21	3	do (from 1st November, 1896)	180 00
New Westminster and Steveston.	R. H. Baker.	20	6	do	619 00
do	W. Rogers.	20	As required.	3 do (to 30th September, 1896)	17 00
New Westminster and Victoria.	Canadian Pacific Navigation Co.	75	3	do	3,000 00
Niagara and Toronto.	Niagara Navigation Co.	36	12	Part of seasons 1896 and 1897.	856 00
North Sydney and St. Johns, Newfoundland.	Black Diamond Steamship Co.	360	As required.	Paid at fixed rate per pound.	250 06
do	S. Cunard & Co.	360	do	do	148 58
do	Ross & Co.	360	do	do	303 53
do	Archibald & Co.	360	do	do	0 72
Okanagan Landing and Penticton.	Canadian Pacific Railway Co.	60	3	12 months.	939 00
Parry Sound and Penetanguishene, &c.	North Shore Navigation Co.	66	6	Part of seasons 1896 and 1897.	991 00
Pembroke and Rapides des Jacques.	J. A. Thibodeau.	50	6	do	175 00
Port Arthur and Duluth, U.S.	J. Brinson.	150	2	Part of season 1896.	107 00
Port Hope and Charlotte, U.S.	H. H. Gildersleeve.	60	6	do	1,000 00
do	Lake Ontario and Bay of Quinte Navigation Company.	60	6	Part of season 1897.	333 33
Port Neville and Vancouver.	Union Steamship Co.	189	1	12 months.	984 15
Quatsino and Victoria.	H. R. Foot.	300	As required.	9 do (to 31st March, 1897).	240 00
do	Canadian Pacific Navigation Co.	300	do	3 do from do	90 00
Rimouski and Mail Steamers.	Intercolonial Railway.		do	Part of season 1896.	4,622 22
do	J. H. Dorion.		do	Part of season 1897.	1,360 00
Robson and Boundary Line.	Columbia and Kootenay Steam Navigation Company.		4	3 months (to September, 1896)	290 00
Robson and Trail.	do	38	2	4 do (to 31st January, 1897).	131 25
do	Canadian Pacific Railway Co.	25	2	5 do from do	160 00
St. John and Eastport, U.S.	American Express Co.	58	With varying frequency.	12 do	200 00

Post Office Department.

St. Stephen, St. Andrews and Islands.....	Passamaquoddy Steamboat Co.....	45	3	11	do (to 31st May, 1897).....	1,558 33
do do	Dear Island and Campo Bello Steamship Co	45	3	1	do	81 25
Squamish and Vancouver.....	D. Mooney.....	35	1	12	do	346 50
do do	E. B. Madill.....			Special trips.....		10 50
Trail and Northport, U.S.....	Columbia and Kootenay Steam Navigation Company.....	25	6	4 months (to 31st January, 1897)...		262 50
do do	Canadian Pacific Railway Co.....	25	6 and 3	5 do		290 00
Vancouver and Victoria.....	Canadian Pacific Navigation Co.....	80	6	12 do		10,000 00
Victoria and Port Townsend.....	Puget Sound and Ataska Steamship Co.....	40	6	12 do		2,900 00
Waneta and Northport, U.S.....	Columbia and Kootenay Steam Navigation Company.....	12	3	Arrears.....		7 20
Wiarion and Points on Georgian Bay and Lake Huron.....	A. Macauley.....	600	3	Part of seasons 1896 and 1897		75 00
Yarmouth and Boston, U.S.....	Yarmouth Steamship Co	240	4	12 months.....		2,211 40
				Total.....		\$88,734 73

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

**DETAIL of all payments for Mail Transportation in the Dominion of Canada
performed within the Year ended 30th June, 1897.**

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		\$ cts.
Alberta Railway and Coal Company	12 months (to 30th June, 1897).	416 29
Atlantic and Lake Superior Railway	Arrears (3 months to 31 March, 1896).	1,222 50
Bay of Quinte Railway	12 months (to 30th June, 1897).	8,404 68
Boston and Maine Railway	12 do do	1,971 90
Brockville Westport and Sault Ste. Marie Railway	12 do do	2,253 60
Canada Atlantic Railway	12 do do	10,263 27
Canada Coals and Railway Company	12 do do	300 48
Canada Eastern Railway	12 do do	4,281 84
Canadian Pacific Railway	12 do do	611,090 39
Caraguet Railway	12 do do	1,975 70
Central Railway	12 do do	1,946 56
Central Ontario Railway	12 do do	6,892 26
Central Vermont Railway	12 do do	6,035 60
Columbia and Kootenay Railway	12 do do	444 64
Cumberland Railway and Coal Company	12 do do	900 13
Dominion Atlantic Railway	12 do do	13,346 32
Drummond County Railway	12 do do	3,205 12
Elgin, Petitecodiac and Havelock Railway	12 do do	676 08
Erie and Huron Railway	12 do do	4,407 04
Esquimalt and Nanaimo Railway	12 do do	2,929 68
Grand Trunk Railway	12 do do	365,366 64
do do	Special trips with British Mails	11,610 00
Intercolonial Railway	12 months (to 30th June, 1897).	143,760 00
Irondale Bancroft and Ottawa Railway	12 do do	563 40
Kaslo and Slocan Railway	11 do do	1,329 16
Kent Northern Railway	12 do do	671 76
Kingston and Pembroke Railway	12 do do	7,328 98
Lake Erie and Detroit River Railway	12 do do	3,092 58
L'Assomption Railway	6 do (to 31st Dec., 1896).	152 85
Maine Central Railway	12 do (to 30th June, 1897).	995 34
Manitoba and North-western Railway	12 do do	4,495 38
Michigan Central Railway (Canada Southern Division)	12 do do	40,952 32
Montfort Colonization Railway	12 do do	81 12
Nakusp and Slocan Railway	12 do do	629 84
Nelson and Fort Sheppard Railway	12 do do	1,545 60
New Brunswick and Prince Edward Island Railway	12 do do	and extra service 1,707 33
New Westminster and Southern Railway	12 do do	300 48
New York Central Railway	12 do do	4,921 14
Northern Pacific Railway	12 do do	5,337 95
Nova Scotia Steel Company (Limited)	12 do do	313 00
Orford Mountain Railway	12 do do	525 84
Ottawa Arnprior and Parry Sound Railway	12 do do	6,472 92
Ottawa and Gatineau Railway	12 do do	2,435 10
Parry Sound Colonization Railway	3 do (to 30th Sept., 1896).	311 26
Pontiac and Pacific Junction Railway	12 do (to 30th June, 1897).	2,422 62
Prince Edward Island Railway	12 do do	and extra service 20,522 90
Quebec Central Railway	12 do do	11,581 76
Quebec and Lake St. John Railway	12 do do	10,380 40
Quebec, Montmorency and Charlevoix Railway	12 do do	1,698 96
Red Mountain Railway	6 do 13 days do	182 08
Revelstoke and Arrow Lake Railway	11 do do	313 55
St. John Bridge and Railway Extension Company	12 do do	500 00
Salisbury and Harvey Railway	12 do do	2,403 84
Shore Line Railway	12 do do	2,190 80
South Shore Railway	12 do do	909 36
Tamiscouata Railway	12 do do	7,559 04
Thousand Islands Railway	12 do do	730 06
Toronto, Hamilton and Buffalo Railway	12 do do	450 72
United Counties Railway	12 do do	676 08
Victoria and Sydney Railway	12 do do	400 64
Total		\$ 1,350,786 82

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

Post Office Department.

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c.,
during the Year ended 30th June, 1897.

Tradesmen's Names.	Particulars of Disbursements.	Amount.
		\$ cts.
S. & H. Borbridge	Mail bags, labels and repairs for the Post Office Department.	8,009 22
R. S. Montgomery	do do do	1,326 51
Ottawa Supply Co	do do do	1,091 92
G. Low	Mail bag locks, &c., do	8,513 80
G. Bailey	Repairing Mail Locks do	88 30
Pritchard and Andrews	Stamping and lettering pouches do	8 25
E. G. Shepherd	Steel ferrules, hand stamps, &c., do	103 55
L. Wolfers	Parcel post hampers do	116 80
J. McKay	Lettering parcel post hampers do	21 00
General Post Office London Eng	Canada's share of the cost of parcel post receptacles for the Post Office Department	208 21
T. C. Watkins	Crate for British parcel post for the Post Office Department.	0 85
H. Carson	Repairing mail bags, &c., do	942 23
P. O'Donahue	do do do	697 53
T. Thompson	do do do	197 46
Tackaberry and Loughrey	do do do	9 60
Desmarais and Choquette	do do do	575 34
C. H. Hall	do do do	637 75
M. Scarrow	do do do	512 40
G. Lugsdin & Co	do do do	578 07
W. Christie	do do do	358 16
C. Warner	do do do	52 47
Grand Trunk Railway Co.....	Putting up and repairing mail catching posts at Allandale, Pickering, Farran's Point, &c.	156 33
Canadian Pacific Railway Co.	Putting up and repairing mail catching posts at Cutler, Dryden, Elders Mills, St. Azilda, &c.	157 13
Intercolonial Railway.....	Putting up Mail catching post at Graham's Siding, N.S.	24 64
Northern Pacific Railway Co..	Putting up Mail catching post at Ste. Agathe, Man.	13 56
A. Locke	Repairing do at Elders Mills, Ont.	0 25
I. McRobert, P.M.	do do at Melissa, Ont.	1 00
	Total	\$ 24,402 33

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

Post Office Department.

APPENDIX B

TRANSACTIONS OF

ACCOUNTING POST OFFICES

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Aberfoyle	Wellington, S. R.	135 49	162	1,866 87	13 78	874 37	4 97	92 00					
Actinolite	Hastings, N. R.	218 63	277	2,815 75	19 47	605 15	7 46	96 00	1 83		24 00		
Acton	Haldon	2,175 23	1,607	12,983 87	101 83	5,990 53	35 03	800 00	14 96		6 00	100 00	
Addison	Brookville	188 49	150	2,365 43	16 75	255 56	6 00	76 00					
Adolphustown	Lennox	161 88	338	4,267 93	28 65	313 64	10 83	66 00	0 13				
Ailsa Craig	Middlesex, N. R.	1,083 03	1,175	4,267 93	85 48	2,620 03	28 92	400 00	18 01		16 00	40 00	
Alexandria	Glengarry	2,733 93	997	10,149 31	77 26	8,811 82	28 82	780 00	45 28		80 00	120 00	
Algonquin	Algonquin	336 18	121	1,419 06	10 32	657 83	4 25	273 00	3 91				
Algonquin	Greenville, S. R.	208 19	53	560 55	3 66	36 75	1 43	90 00					
Alendale	Simcoe, S. R.	1,199 47	633	6,800 81	49 24	1,745 84	17 31	424 00	12 12		20 00	60 00	
Allansville	Muskoka & P. Sound	136 30	126	1,283 04	8 69	330 62	3 50	70 00					
Allanford	Bruce, N. R.	398 18	404	4,524 60	30 55	1,608 59	11 76	196 00			30 00		
Alliston	Simcoe, S. R.	2,677 00	1,604	14,644 31	106 57	6,093 02	37 74	28 82	28 82		8 00	120 00	
Alma	Wellington, C. R.	428 72	397	3,148 09	23 93	713 82	8 16	184 00			14 00		
Almonte	Lanark, N. R.	4,367 13	2,882	24,065 59	201 42	9,322 84	64 36	73 61			36 00		
Alton	Cardwell	496 83	446	3,214 17	25 95	1,391 49	8 63	224 00	2 42				
Alvinston	Lambton, E. R.	1,479 16	1,382	13,148 81	99 59	2,603 14	34 35	520 00	59 47			60 00	
Amberstburg	Essex, S. R.	2,469 26	1,400	12,253 65	106 56	7,612 76	38 75	720 00	35 22		10 00		
Ancaster	Wentworth, N. & Brant	610 89	610	5,280 65	40 95	2,763 75	15 08	276 00	7 75				
Angus	Simcoe, S. R.	694 37	377	2,864 55	21 60	579 91	7 32	220 00	2 24		4 00		
Appin	Middlesex, W. R.	456 82	381	4,943 47	34 28	692 22	13 09	188 00	1 23		12 00		
*Apsley	Peterboro, E. R.	317 03	177	2,337 83	14 60	207 58	5 30	136 00	0 02		16 00		
Arden	Addington	427 03	192	3,284 97	19 87	740 85	8 92	152 00	5 09				
Arkona	Lambton, E. R.	965 84	1,125	10,779 65	85 76	3,105 57	28 76	360 00	15 91			40 00	
Arkwright	Bruce, N. R.	157 12	212	1,986 85	14 59	821 20	5 22	80 00			4 00		
Arnprior	Renfrew, S. R.	4,662 17	2,572	24,714 00	202 52	8,718 50	69 37	1,220 00	34 47		60 00	180 00	
Arthur	Wellington, N. R.	2,053 57	1,388	13,105 87	110 24	6,541 87	41 56	620 00	89 28		28 00	80 00	
Arva	Middlesex, E. R.	135 48	150	1,629 56	11 42	144 28	4 20	52 00					
Ashworth	Muskoka & P. Sound	105 08	98	842 10	6 20	856 42	3 89	56 00					
Athens	Leeds, S. R.	1,920 25	764	6,671 54	52 61	5,154 63	18 28	540 00	7 98		24 00	80 00	

Post Office Department.

Auburn.....	438 84	707	10,232 18	69 02	1,615 00	26 60	176 00	18 00
Aulsville.....	610 43	377	3,942 46	31 60	1,918 31	10 74	250 00	8 00
Aurora.....	2,681 96	1,134	10,506 07	70 74	12,618 69	28 53	750 00	72 00
Avening.....	348 67	230	3,173 32	21 56	405 54	8 10	150 00	150 00
Aylmer West.....	4,375 21	1,921	14,744 92	124 87	11,583 33	41 51	1,150 00	60 00
Ayr.....	1,580 25	1,029	7,919 17	62 71	6,047 16	21 47	350 00	14 00
Baden.....	1,041 50	425	5,307 57	41 27	2,739 33	14 43	540 00	40 00
Badenboro'.....	1,326 76	383	4,184 87	32 34	2,614 49	10 66	560 00	80 00
Bainsville.....	317 57	277	3,118 56	22 86	491 52	7 88	120 00	120 00
Bals.....	295 63	98	1,385 92	8 83	315 46	3 47	120 00	16 00
Bancroft.....	318 62	139	1,401 17	9 07	741 19	3 72	120 00	12 00
Barrie.....	754 27	524	4,692 02	34 70	2,304 97	12 11	270 00	60 00
Bath.....	9,478 03	3,220	27,993 52	228 57	31,108 48	82 28	2,550 00	50 00
Bathurst St. (Toronto).....	535 69	543	7,483 74	51 65	1,985 40	20 33	2,235 00	60 00
Bayfield.....	6,111 73	1,875	17,320 72	176 44	11,096 02	48 10	600 00	252 00
Bayville.....	617 29	316	11,342 08	73 77	2,678 82	30 15	252 00	12 00
Beachburg.....	253 41	392	3,498 89	25 36	737 50	9 71	120 00	286 00
Beachville.....	627 05	264	2,553 17	22 22	836 77	6 73	160 00	36 00
Beaconsfield.....	384 96	394	4,316 55	22 22	629 25	11 04	470 00	60 00
Beaverton.....	1,522 40	1,515	12,091 22	99 79	4,898 00	32 57	550 00	80 00
Becher.....	1,754 65	1,293	10,776 26	83 29	3,945 13	28 54	70 00	200 00
Beeton.....	204 05	228	2,238 76	14 15	420 50	5 59	440 00	60 00
Belfountain.....	1,429 80	862	6,950 31	50 67	1,880 44	17 84	136 00	120 00
Bellefleur.....	466 51	172	1,824 48	13 00	674 78	4 82	120 00	2 00
Bellefleur.....	273 80	266	3,925 82	26 45	434 00	9 88	200 00	60 00
Bellefleur.....	487 82	184	3,323 51	22 48	747 80	9 19	200 00	60 00
Bellefleur.....	17,339 60	5,486	50,655 20	442 51	53,615 34	6 16	56 00	2 00
Bellefleur.....	120 48	136	2,409 39	16 93	186 17	6 16	240 00	16 00
Bellefleur.....	550 94	534	6,397 87	46 28	1,395 68	16 70	270 00	299 99
Bellefleur.....	610 38	295	3,717 16	25 20	1,445 01	9 86	2,473 02	160 00
Bellefleur.....	12,661 02	3,575	24,468 48	231 25	36,491 01	+57 74	160 00	2 00
Bellefleur.....	511 28	244	2,479 39	17 97	738 57	6 41	148 00	160 00
Bellefleur.....	337 71	58	784 76	4 65	98 49	1 96	100 00	20 00
Bellefleur.....	287 96	256	3,178 31	23 70	496 56	8 14	300 00	20 00
Bellefleur.....	4,109 61	862	7,097 33	75 99	5,018 86	18 82	750 00	20 00
Bellefleur.....	2,438 04	1,888	15,224 23	124 97	4,854 43	40 39	248 00	300 00
Bellefleur.....	608 04	286	2,040 12	18 96	765 74	6 01	300 00	172 00
Bellefleur.....	2,839 66	984	8,173 75	78 39	4,015 08	22 35	500 00	60 00
Bellefleur.....	391 37	301	2,014 47	15 32	1,406 53	5 38	500 00	20 00
Bellefleur.....	1,464 95	995	8,903 05	68 62	4,238 60	33 09	60 00	60 00
Bellefleur.....	1,286 89	575	13,616 31	98 28	3,640 11	36 29	440 00	20 00
Bellefleur.....	374 61	338	11,734 74	72 52	4,428 84	30 18	157 00	80 00
Bellefleur.....	2,146 83	1,697	5,396 75	33 63	1,819 82	13 61	540 00	270 00
Bellefleur.....	4,720 69	2,217	18,136 91	136 86	3,480 39	46 91	1,360 00	100 00
Bellefleur.....	3,465 07	2,845	13,397 86	133 69	12,047 86	43 15	950 00	80 00
Bellefleur.....	1,880 90	862	26,150 92	199 22	9,542 77	69 35	580 00	20 00
Bellefleur.....	4,890 65	1,587	9,260 35	66 84	4,511 62	24 59	1,305 00	400 00
Bellefleur.....	27,615 63	6,022	16,293 61	126 65	19,815 69	46 55	106 05	4,500 00
Bellefleur.....			39,335 62	366 87	133,803 29	129 08		

* Accounting from 1st October, 1896. † Salary, &c., entered in Auditor General's Report.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M.O. business.	Compensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Breechin	Ontario, N. R.	524 43	480	4,453 61	33 21	714 61	11 59	2 72	210 00	10 00	
Bridgeburg	Welland, N. R.	930 35	774	7,033 83	55 10	1,095 48	17 98	38 49	376 00	36 00	40 00
Brigden	Lambton, W. R.	1,186 30	952	7,989 52	62 75	3,386 73	21 05	8 58	390 00	10 00	40 00
Bright	Ontario, N. R.	688 71	376	2,989 88	23 33	1,944 12	8 13	29 66	270 00	160 00	
Brighton	N'tumberland, E. R.	2,020 79	1,895	14,518 52	109 61	7,858 79	42 46	8 44	640 00	100 00	
Broadview Av. (Tor'to)	York, E. R.	2,196 29	347	2,992 77	32 80	2,116 22	7 79	6 69	200 00		
*Brookton	York, W. R.	1,697 34	201	1,865 46	15 64	1,141 50	5 28	3 32	370 00		30 00
Brookville	brockville.	21,710 07	4,360	31,121 11	285 14	63,173 55			4,485 01		
Bronte	Halton	229 48	146	873 52	6 73	993 79	2 55	3 25	96 00		
Brooklin	Ontario, S. R.	879 45	777	8,430 94	56 97	2,566 49	21 89	5 13	300 00		20 00
Brooksdale	Ontario, N. R.	166 45	189	2,955 21	17 81	180 06	7 38		56 00		
Brougham	Ontario, W. R.	258 50	285	3,596 46	26 71	764 30	9 41	70	110 00	24 00	
Brussels	Huron, E. R.	2,215 83	2,555	21,624 30	159 32	8,499 20	55 44	15 84	740 00	90 00	160 00
Burford	Oxford, E. R.	724 74	725	9,106 92	63 31	3,222 08	25 57	4 73	300 00	18 00	
Burgessville	Oxford, S. R.	500 92	329	3,727 20	27 61	570 39	9 84		192 00	20 00	
Burk's Falls	Muskoka & P. Sound	1,814 10	1,629	15,118 50	112 18	4,644 92	31 62	6 91	550 00	60 00	80 00
Burlington	Halton	1,470 48	740	7,525 94	58 65	4,960 16	29 78	10 03	440 00	12 00	60 00
Byng Inlet.	Muskoka & P. Sound	195 99	135	1,622 53	12 75	449 03	4 09	10	76 00		
Cache Bay	Nipissing	474 95	173	2,077 36	14 07	361 19	5 52	4 05	299 00		
Caistorville	Wentworth, S. R.	120 98	87	1,210 10	8 87	355 75	3 02		50 00		
Calabogie.	Renfrew, S. R.	534 00	198	2,011 21	17 90	125 13	5 08		196 00	6 00	
Calerton	Cardwell.	411 39	364	3,751 17	27 52	1,022 20	9 86		150 00		
Caledonia.	Haldimand & Monck	1,478 67	1,166	12,907 89	86 73	3,406 77	31 30	16 28	480 00	50 00	60 00
Callender	Muskoka & P. Sound	509 28	183	3,674 00	30 34	529 95	9 30		220 00	10 00	
Cambray	Victoria, N. R.	364 20	332	3,767 59	28 94	1,153 40	9 62	3 40	128 00		
Camden East.	Addington.	407 88	308	3,222 40	24 62	760 75	8 40		158 00	4 00	
Camden West.	Addington.	450 38	240	2,314 83	17 57	494 60	5 94		170 00	10 00	
Camdenville	Lambton, W. R.	3,468 51	2,721	23,434 20	181 53	8,381 64	63 24	19 65	959 00		140 00
Campbellford	N'tumberland, E. R.	297 02	261	4,010 10	26 04	510 57	10 32		136 00		
Campbellville	Haldimand & Monck	723 48	399	4,214 45	27 43	492 59	10 55	6 10	180 00	32 00	80 00
Canfield	Ontario, N. R.	1,927 86	1,342	10,860 22	84 35	5,838 18	28 46	4 53	590 00	20 00	80 00
Cannington.	Greenville, S. R.	2,028 93	1,013	13,872 25	98 78	2,740 28	36 15	27 47	550 00	24 00	
Cardinal.	Bruce, E. R.	475 09	438	3,657 49	29 80	1,745 51	9 90	4 11	170 00		
Carroll	Bruce, E. R.	4,905 46	2,824	25,871 30	208 52	15,025 03	74 38	72 92	1,300 00		
Carleton Place.	Lanark, S. R.	1,971 47	144	1,971 47	12 56	205 65	4 95		65 00		
Carlsruhe.	Bruce, E. R.	118 83	144	1,971 47	52 92	813 72	19 44		188 00		
Castleton.	N'tumberland, E. R.	468 31	703	7,623 21							

Post Office Department.

Cayuga.....	1,550 12	1,414	11,852 13	89 02	4,185 70	31 88	13 39	500 00	18 00
Cedar Dale.....	431 56	147	831 58	8 35	317 96	2 21		220 00	
Chapleau.....	740 22	570	6,550 16	52 44	777 81	16 83	24 93	359 00	40 00
Charing Cross.....	274 12	143	1,880 85	13 49	286 66	5 02		116 00	60 00
Chatham.....	16,564 63	4,224	35,322 18	317 22	63,026 77	107 88	100 33	3,360 00	240 00
Chatham, N. R.....	756 50	204	5,308 57	42 57	2,814 27	14 98	7 01	320 00	40 00
Chelmsford.....	440 41	216	3,038 92	20 14	718 79			226 00	
Chelmsford, N. R.....	309 23	125	1,261 68	9 32	557 30	3 35		94 00	
Chiltonham.....	3,071 93	1,654	9,417 37	82 45	9,501 31	25 47	10 28	850 00	120 00
Chesley.....	1,499 29	1,175	12,453 58	94 23	2,516 08	32 52	59 36	470 00	46 67
Chesterville.....	483 27	204	1,164 51	10 39	786 64	3 85	19 13	260 00	
Chippawa.....	306 76	164	1,217 67	10 66	439 50	3 07		110 00	20 00
Chandeboye.....	357 65	482	7,881 48	51 85	1,688 17	20 07	15 42	240 00	
Claremont.....	382 35	140	3,617 29	25 08	1,400 96	9 83	20 17	172 00	28 00
Clarence.....	237 63	222	2,207 88	15 26	474 73	6 30	16 00	124 00	16 00
Clarke.....	743 00	910	6,833 56	55 92	3,104 12	18 30	49 17	308 00	52 00
Clarksburg.....	202 63	134	1,742 90	10 93	1,135 84	4 38		72 00	12 00
Clayton.....	293 80	180	1,825 06	12 42	710 76	4 03		80 00	
Cleavelle.....	924 82	969	7,437 96	55 68	3,397 78	20 19	12 29	370 00	20 00
Clifford.....	4,733 64	1,604	14,203 33	112 87	14,984 84	39 97	124 64	1,240 00	200 00
Clinton.....	2,415 20	536	4,566 95	43 84	1,815 48	11 69	7 39	200 00	
Clinton St. (Toronto).....	199 66	237	2,000 60	15 22	270 61	5 00	1 06	96 00	
Cloyne.....	1,341 35	650	7,064 01	51 68	1,941 46	17 80	23 14	430 00	30 00
Cobden.....	676 56	71	804 14	5 36	518 16	2 17		296 00	24 00
Cobocok.....	7,039 06	1,871	16,367 85	134 38	16,616 91	49 50	24 78	1,840 00	156 00
Cobourg.....	3,948 61	1,906	17,851 59	135 82	14,970 54	47 89	4 17	1,080 00	144 00
Colborne.....	1,144 56	1,148	14,127 99	95 32	3,947 14	36 12	16 00	380 00	24 00
Coldwater.....	318 67	145	1,520 81	14 28	3,650 47	4 32	8 14	150 00	
Coleman.....	7,447 03	2,873	22,279 57	184 45	27,215 04	63 44	37 58	1,850 00	260 00
Collingwood.....	234 82	188	2,253 51	9 87	767 94	3 13		88 00	8 00
Colpo's Bay.....	340 88	192	2,853 07	18 65	848 74	7 30		144 00	
Colombus.....	1,086 55	1,148	11,822 61	84 21	2,111 05	30 03	8 87	380 00	6 00
Comber.....	211 75	294	2,971 61	19 69	710 99	7 57		96 00	
Comestogo.....	528 24	710	6,450 96	47 96	1,220 18	16 53	5 55	200 00	12 00
Consecon.....	1,046 40	798	7,218 74	52 24	2,269 76	18 68	34 13	500 00	40 00
Cookstown.....	428 14	161	2,420 34	17 06	552 22	6 42		180 00	
Cooksville.....	668 34	726	11,521 43	105 95	674 09	28 92		270 00	
Copper Cliff.....	267 06	352	3,314 11	25 59	804 20	8 98		100 00	
Corinth.....	8,401 23	2,211	22,004 01	183 55	22,284 23	65 35	49 27	2,140 00	100 00
Cornwall.....	514 15	339	2,167 53	19 86	933 18	6 54		116 00	
Cornwall, W. R.....	647 13	548	6,664 08	46 21	2,705 01	18 58	2 68	270 00	24 00
Courtwright.....	148 93	84	908 51	5 73	620 72	2 28		68 00	
Craighurst.....	699 62	456	6,745 63	51 72	1,090 94	17 29	27 86	270 00	
Crediton.....	1,269 97	1,551	15,926 08	115 09	8,993 83	41 75	44 20	480 00	21 00
Creemore.....	431 10	529	14,002 50	85 20	1,987 24	36 93		176 00	
Crysler.....	576 47	334	4,246 97	29 49	1,641 08	11 62	7 28	236 00	
Cumberland.....	176 57	90	640 90	5 27	239 88	1 61		64 00	
Darling Road.....	713 38	187	1,491 27	15 43	3,479 48	6 87	9 78	320 00	
Deer Park.....	499 87	541	6,469 86	47 46	2,066 99	17 17	5 34	200 00	
Delaware.....									

+ Non-accounting from 25th May, 1897.

* Accounting from 24 January, 1897.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid	Com- pension paid to M. O. business.	Com- pension paid to Post- masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Delhi	Norfolk, N. R.	1,452 16	1,195	10,974 29	82 61	2,157 28	28 20	8 71	470 00	4 00	60 00
Delta	Leeds, S. R.	761 88	372	3,664 34	28 48	1,066 26	9 45	8 04	320 00	2 00	40 00
Denbigh	Addington.	197 61	57	794 24	4 81	646 62	3 30	..	90 00	..	..
Desboro'	Grey, N. R.	434 69	500	7,127 16	46 61	1,349 28	19 40	..	164 00	..	..
Deseronto	Hastings, E. R.	5,620 04	1,973	15,039 51	123 66	7,999 80	40 38	14 63	1,480 00	..	220 00
Dickinson's Landing	Stormont.	265 55	118	2,044 55	12 77	449 19	5 41	..	96 00	..	..
Dorchester Station.	Middlesex, E. R.	464 41	217	2,827 61	21 08	1,486 22	7 31	47	188 00	100 00	..
Dorset.	Ontario, N. R.	327 57	312	2,961 81	21 82	1,172 12	8 19	..	220 00	..	..
Drayton.	Wellington, C. R.	1,524 75	832	6,771 74	55 12	3,781 74	18 70	4 05	500 00	12 00	60 00
Dresden.	Rothwell.	2,103 38	1,632	16,716 44	122 98	6,612 36	43 97	67 50	650 00	24 00	100 00
Drumbo.	Wentworth, N. & B.	880 81	689	5,654 90	42 88	1,639 95	14 77	13 31	354 00	16 00	40 00
Duart.	Elgin, W. R.	310 85	320	4,164 82	28 62	1,098 20	10 64	..	124 00	..	..
Dublin.	Perth, S. R.	691 45	254	4,511 65	31 13	1,122 38	12 01	..	248 00	48 00	..
Dunbarton.	Ontario, W. R.	211 26	57	862 93	6 51	482 23	2 27	3 10	72 00	..	..
* Dunchurch.	Muskoka & P. Sound	442 40	249	3,025 22	21 24	1,406 28	8 40	..	250 00	10 00	60 00
Dundas	Grey, E. R.	1,493 92	1,515	16,154 79	113 14	4,784 36	42 00	4 79	520 00	36 00	..
Dundas Street (Toronto)	Wentworth, S. R.	4,251 73	1,575	12,930 29	108 07	10,403 50	39 61	66 17	1,100 00	84 00	..
Dungannon.	Toronto West	4,828 18	1,798	16,608 47	153 44	8,218 00	44 90	41 79	300 00	2 00	..
Dunnville.	Huron, W. R.	525 70	477	4,469 54	60 38	2,105 96	24 90	7 63	220 00	..	..
Dunnville	Haldimand & Monck	3,387 18	2,194	17,859 23	144 00	8,922 36	47 46	18 85	890 00	90 00	120 00
Dunroon.	Simcoe, N. R.	459 63	262	2,995 36	19 44	370 51	7 58	..	190 00	..	..
Dunvegan	Glengarry	267 76	242	3,286 90	22 71	1,030 02	9 63	..	108 00	..	..
Durham	Grey, S. R.	2,617 65	1,414	13,657 51	100 70	8,824 16	38 60	23 94	700 00	110 00	100 00
Dutton.	Elgin, W. R.	1,498 18	1,945	19,593 13	144 55	5,071 72	50 52	48 62	530 00	12 00	60 00
East Toronto.	York, E. R.	514 90	157	1,792 17	15 84	733 09	4 94	..	180 00	..	..
Eganville.	Renfrew, S. R.	1,951 29	644	9,878 82	67 32	3,555 42	26 14	26 09	630 00	100 00	100 00
Elmira.	Waterloo, N. R.	1,462 67	1,250	11,470 42	92 06	3,678 01	29 82	9 43	440 00	40 00	60 00
Elm Street (Toronto)	Toronto Centre.	7,240 68	2,520	24,258 82	250 23	14,924 76	62 09	105 84	600 00	..	..
Elmvale.	Simcoe, N. R.	1,363 79	942	8,008 01	60 09	4,261 80	21 15	10 66	440 00	8 00	60 00
Elmwood	Wellington, C. R.	559 87	443	3,088 76	24 98	1,643 25	8 97	2 06	240 00	24 00	100 00
Elora.	Bracewell, C. R.	2,325 77	1,400	11,432 21	91 36	6,848 02	32 82	95 90	740 00	100 00	100 00
Embro.	Oxford, N. R.	937 67	813	6,147 95	43 35	1,957 77	16 56	22 89	360 00	50 00	40 00
Ensdale.	Muskoka, & P. Sound	1,116 07	482	4,283 90	28 77	507 71	10 80	11 55	200 00	12 00	40 00
Enterprise	Addington.	551 81	362	4,283 90	28 77	507 71	10 80	11 55	200 00	12 00	40 00
+ Erin.	Wellington, S. R.	1,022 37	863	9,701 53	66 00	2,481 73	25 55	42 00	360 00	60 00	40 00
Essex.	Essex, S. R.	2,715 55	1,838	14,962 91	117 36	8,719 07	40 58	25 43	750 00	60 00	120 00
Everett	Simcoe, S. R.	362 53	259	3,613 37	25 16	913 88	9 18	..	132 00	..	..

Post Office Department.

Everton.....	Wellington, S. R.	18	213 44	1 31	50 39	53	75 90
Exeter.....	Middlesex, N. R.	1,664	13,968 07	109 44	8,098 84	38 40	64 04
Feneon Falls.....	Victoria, N. R.	1,571	14,829 65	114 00	4,823 45	39 28	23 00
Fergus.....	Wellington, C. R.	1,880	16,412 08	126 67	8,555 46	43 86	29 88
Fingal.....	Elgin, W. R.	704 57	1,665 75	13 83	3,348 22	4 39	2 88
Fleeherton.....	Grey, S. R.	1,133	10,598 78	79 15	4,725 84	29 21	70 00
Flinton.....	Ardington, W. R.	245	2,534 67	17 79	590 41	6 50	140 00
Florence.....	Middlesex, W. R.	775	9,418 68	67 93	2,982 91	24 94	13 04
Fonhill.....	Welland	549	3,152 92	41 04	1,588 53	13 49	8 23
Fonthill.....	Huron, E. R.	760	11,091 95	72 44	2,604 26	28 17	6 00
Forest.....	Lambton, W. R.	1,975	13,704 97	116 09	8,281 09	38 12	6 36
Forsses.....	Bruce, E. R.	422	6,656 47	42 33	2,154 76	17 09	150 00
Fort Erie.....	Welland.....	511	4,790 73	36 66	1,791 68	13 21	340 00
Fort Stewart.....	Hastings, N. R.	345 85	4,796 21	4 44	1,320 00	1 81	120 00
Fort William.....	Algona.....	3,120	43,197 62	386 38	4,547 51	109 77	29 07
Fort William, West.....	do	109	1,038 70	7 98	1,92 97	2 70	0 13
Frankford.....	Hastings, W. R.	827	11,738 96	77 17	1,871 25	29 60	5 31
Freelon.....	Wentworth, S. R.	242	2,678 54	20 97	776 10	7 04	100 00
Freeman.....	Halton	220	2,179 19	17 36	679 85	5 84	160 00
French River.....	Muskoka & P. Sound	217	3,889 20	25 02	657 30	9 95	0 10
Fullarton.....	Ferth, S. R.	203	2,469 97	16 73	698 60	6 20	132 00
Galt.....	Waterloo, S. R.	4,086	32,294 17	280 02	46,103 70	93 22	132 87
Ganaquo.....	Leeds, S. R.	2,183	16,416 34	143 55	11,156 39	44 84	23 59
Georgetown.....	Halton	1,563	14,156 20	108 69	9,372 66	37 35	27 45
Glanmis.....	Bruce, W. R.	625	4,402 93	32 06	1,324 76	11 55	136 00
Glenallan.....	Wellington, C. R.	326	4,660 23	31 15	695 86	11 73	160 00
Glen Buell.....	Brookville	122	1,770 17	11 71	140 63	4 43	66 00
Glencoe.....	Middlesex, W. R.	1,887	19,979 20	145 53	6,401 07	52 57	25 39
Glenora.....	Prince Edward	53	435 19	3 77	245 95	1 07	60 00
Glen Robertson.....	Glengarry	249	2,468 67	16 98	874 81	7 15	188 00
Godeitch.....	Huron, W. R.	3,391	28,149 97	230 30	25,368 37	83 17	61 94
Gooderham.....	Peterborough, E. R.	222	1,979 67	15 51	723 46	4 94	1 05
Gore Bay.....	Algona.....	1,565	31,258 76	197 05	6,823 52	81 20	5 70
Corrie.....	Huron, E. R.	702	8,002 56	197 46	2,914 79	20 80	18 06
Grafton.....	Northumberland, W. R.	475	6,151 38	43 62	1,829 12	16 17	0 42
Grand Valley.....	Wellington, N. R.	1,144	10,246 29	76 99	3,207 89	26 64	8 66
Granton.....	Middlesex, N. R.	318	4,017 98	30 43	1,444 42	10 37	7 56
Gravenhurst.....	Simcoe, E. R.	1,520	13,034 17	103 66	5,748 82	35 10	27 56
Greenwood.....	Ontario, W. R.	250	2,595 99	18 85	743 61	6 56	100 00
Grimsby.....	Wentworth, S. R.	1,070	8,584 30	66 11	8,276 35	24 28	7 18
Guelph.....	Wellington, S. R.	6,262	54,288 39	462 55	76,165 60	161 27	129 75
Hagersville.....	Haldimand & Monck	931	8,137 60	64 08	4,824 27	22 02	63 95
Haliburton.....	Peterborough, E. R.	512	4,365 24	33 55	2,533 72	12 98	6 80
Hamilton.....	Hamilton	85,622 79	113,905 39	1,138 65	351,870 61	+	300 00
Hampton.....	Durham, W. R.	194	2,194 67	17 07	988 44	6 07	110 00
Hanover.....	Grey, S. R.	1,405	12,804 47	101 94	8,307 83	33 50	18 89
Harrison.....	Wellington, N. R.	1,942	14,804 50	118 44	11,181 99	40 05	24 52
Harrow.....	Essex, S. R.	1,012	9,688 22	78 13	3,431 90	27 61	6 36

* Non-Accounting from 7th May, 1897. + Money Order business suspended from 21st December, 1896, to 15th January, 1897. || Accounting from 1st April, 1897.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Harrowsmith	Addington.	391 81	359	3,525 35	25 65	638 40	8 83	2 75	180 00		
Hastings	Northumberland, E. R.	1,523 07	982	7,966 43	60 50	3,984 46	21 11	10 14	520 00	28 00	80 00
Havelock	Peterborough, E. R.	1,251 46	843	9,316 95	66 34	1,687 10	23 83	20 06	390 00	36 00	40 00
Hawkesbury	Prescott	1,822 84	1,030	8,507 90	66 32	3,301 81	22 86	12 23	540 00	11 06	80 00
Hawkestone	Simcoe, E. R.	272 78	166	1,619 81	11 03	425 21	4 05		100 00		
Hawkeville	Waterloo, N. R.	352 33	298	2,647 80	20 70	1,132 41	7 20		130 00		
Heathcote	Grey, E. R.	287 81	415	3,678 07	27 84	1,250 03	9 33		116 00	8 00	
Hensall	Huron, S. R.	1,257 02	1,002	10,333 80	77 45	2,300 21	26 82	29 18	400 00	20 00	40 00
Hepworth	Bruce, N. R.	549 17	481	5,819 69	40 86	1,755 03	15 60		220 00		
Hespeler	Waterloo, S. R.	3,067 86	1,404	9,818 98	88 65	4,678 74	26 38	57 28	760 00		120 00
or Highgate	Elgin, W. R.	774 21	559	5,632 30	40 20	1,118 69	14 42	3 19	310 00	4 00	20 00
Highland Creek	York, E. R.	139 78	107	1,154 41	9 12	173 81	2 94		72 00		
Hillsburgh	Wellington, S. R.	737 39	494	4,756 37	34 41	2,202 50	12 67		280 00	6 00	
Hillsdale	Simcoe, E. R.	498 27	619	7,930 62	54 39	1,277 27	20 13	1 88	205 00	16 00	
Holland Landing	York, N. R.	193 30	127	1,215 03	8 53	398 46	3 42		90 00		
Hollen	Wellington, C. R.	173 23	101	1,120 99	7 63	43 24	2 82	1 26	76 00	60 00	
Holstein	Grey, S. R.	515 68	399	4,333 14	29 42	1,672 10	10 94		200 00		
Honeywood	Simcoe, S. E.	149 06	294	4,658 66	28 98	205 46	11 75		52 00		
Horning's Mills	Grey, E. R.	636 50	433	4,832 53	34 50	1,295 28	12 76	2 62	280 00	30 00	40 00
Humberstone	Welland	990 68	470	3,616 24	28 06	989 58	9 55		364 00		140 00
Huntsville	Muskoka & P. Sound	3,208 72	2,327	23,281 91	171 18	7,800 64	64 37	41 81	880 00	36 00	360 00
Ingersoll	Oxford, S. R.	11,121 29	3,621	26,877 53	228 77	62,517 70	74 39	39 91	2,450 00	250 00	
Inkerip	do N. R.	566 54	297	3,742 47	26 65	996 94	9 71		160 00		
Invermay	Bruce, N. R.	159 57	109	1,323 42	8 78	520 41	3 41		106 00		
Inwood	Lambton, E. R.	434 78	187	1,504 54	12 49	1,716 88	3 93		184 00		
Iona	Elgin, W. R.	275 27	297	2,326 93	17 38	418 60	5 94		100 00		
Iroquois	Dundas	2,305 53	1,230	9,664 06	81 44	4,834 84	26 94	44 73	700 00	100 00	100 00
James St. (Hamilton)	Hamilton	2,865 31	1,078	10,000 67	102 37	474 38	25 45	15 19	300 00		
Jarvis	Norfolk, S. R.	1,110 78	862	7,655 71	59 53	3,716 90	20 38	10 74	420 00	16 00	40 00
Jordan	Lancolin and Niagara	438 53	306	3,886 05	29 06	1,275 95	10 24		96 00	4 00	
Kearney	Muskoka and Parry Sound	518 37	285	3,597 40	25 27	787 59	9 77		96 00	6 00	
Keene	Peterborough, E. R.	467 66	482	5,854 30	40 74	1,212 97	14 93	16 40	160 00		
Keewatin	Algona	985 32	1,222	11,898 60	94 32	1,530 58	30 46		380 00		40 00
Kempville	Grenville, N. R.	2,490 25	2,128	19,598 37	149 10	8,118 83	54 53	28 36	720 00	84 00	100 00
Kettleby	York, N. R.	283 06	226	3,943 77	25 93	563 66	10 59	10 61	104 00		

Post Office Department.

Kimberley	(Grey, E. R.)	229 68	163	1,888 46	11 91	751 37	5 09	92 00	140 00	200 00
Kincardine	Bruce, W. R.	3,697 76	2,009	16,822 51	131 29	13,118 15	48 04	1,100 00	72 00	
King	York, N. R.	658 50	368	5,083 94	35 65	1,894 33	13 12	250 00		
Kingston	Kingston	27,312 60	6,242	46,522 82	443 22	122,552 65				
King Street (Ottawa)	Ottawa	505 21	243	2,167 66	18 33	26 00	5 41	60 00		
Kingsville	Essex, S. R.	1,812 06	1,437	12,676 43	104 22	4,576 78	33 05	570 00	15 00	80 00
Kinnouit	Victoria, N. R.	845 66	673	6,666 37	46 13	3,635 76	9 47	300 00	4 00	20 00
Kippen	Huron, S. R.	318 71	201	2,661 93	16 16	1,118 74	6 27	128 00	28 00	
Kirkfield	Victoria, N. R.	968 21	484	5,481 53	42 16	2,359 08	15 28	320 00	2 00	40 00
Kirkton	Perth, S. R.	390 43	182	2,374 53	18 52	670 86	7 21	160 00		
Kleinburg	York, W. R.	263 93	231	2,924 95	21 36	602 64	8 02	92 00		
Klock & Mills	Nipissing	505 58	235	2,310 39	20 79	52 15	5 77	172 00		
Komoka	Middlesex, S. R.	250 47	173	1,461 78	12 46	1,286 27	3 85	100 00		
Lakefield	Peterborough, E. R.	1,660 52	1,103	9,117 69	75 42	4,986 13	26 94	550 00	28 00	80 00
Lakeport	N.umberland W. R.	349 71	138	913 82	7 90	408 77	2 29	116 00		
L'Anable	Hastings, N. R.	285 54	132	1,370 14	8 92	382 80	3 83	100 00	40 00	
Lambton Mills	York, W. R.	407 12	122	1,340 29	11 67	1,098 90	3 74	100 00		
Lanark	Lanark, N. R.	1,459 90	1,507	19,863 30	139 84	2,925 52	50 57	448 00	48 00	60 00
*Lancaster	Glengarry	1,531 07	878	14,405 65	94 43	2,856 77	37 12	510 00	120 00	60 00
Langton	Norfolk, S. R.	313 00	319	3,467 86	25 49	358 35	8 17	146 00	4 00	
Lansdowne	Leeds, S. R.	879 84	323	3,720 54	26 64	1,693 70	10 24	320 00	30 00	40 00
Leannington	Essex, S. R.	2,989 57	1,940	13,753 31	128 76	9,879 17	41 82	780 00	100 00	120 00
Le Breton Flats	City of Ottawa	2,290 28	271	2,994 09	25 32	7 49	7 08	400 00		80 00
Lefroy	Simcoe, S. R.	433 43	242	2,788 24	19 55	1,060 59	7 49	152 00		
Lindsay	Victoria, S. R.	9,688 68	3,227	26,029 98	211 17	31,226 99	74 22	2,400 00	200 00	180 00
Little Britain	Perth, N. R.	4,296 89	2,816	20,569 62	174 00	15,596 17	54 78	1,200 00	75 00	
Little Current	Algoma	923 44	1,530	27,408 98	175 65	3,277 29	68 86	448 00	10 00	40 00
Lloydtown	York, N. R.	301 67	201	2,349 73	17 36	723 48	5 96	92 00		
London	London	64,047 44	9,217	73,433 27	688 52	390,644 12	45 79	600 00		100 00
London, East	Middlesex, E. R.	3,539 03	2,028	17,622 72	157 66	3,485 68	3 18	120 00		
London, West	London	310 75	136	930 20	8 53	987 86	20 02	222 00		40 00
L'Original	Prescott	1,020 72	595	7,711 67	57 72	3,274 90	8 50	360 00	48 00	
L'Oring	Muskoka and Parry Sound	194 54	169	1,901 14	14 20	226 37	4 86	116 00		
Lucan	Middlesex, N. R.	1,384 33	534	3,335 35	30 65	2,745 62	1 78	490 00	10 00	70 00
Lucknow	Bruce, W. R.	2,673 86	1,921	17,437 44	132 09	7,674 03	48 30	850 00	90 00	120 00
Lynn	Brookville	700 53	443	2,588 92	24 08	2,634 26	6 76	280 00		
Lynen	Wentworth, N. and Brant	418 72	237	1,890 85	14 52	696 50	4 82	177 00		
Lynahurst	Leeds, S. R.	416 71	293	3,533 26	24 30	678 38	9 20	160 00		
Lynedoch	Norfolk, S. R.	364 90	422	5,906 84	40 05	872 27	14 81	152 00		
McKellar	Muskoka and Parry Sound	217 48	285	3,082 40	20 69	766 46	7 78	100 00	4 00	
McLaren's Depot	Hastings, N. R.	113 12	135	2,546 82	15 09	89 69	6 37	60 00		
Madoc	Muskoka and Parry Sound	2,735 89	1,675	13,039 87	106 32	8,558 37	35 07	732 00	80 00	100 00
Magnetawan	Muskoka and Parry Sound	570 33	396	4,288 79	31 98	1,765 42	11 44	224 00	8 00	
Mallorytown	Leeds, S. R.	486 34	326	3,021 31	22 31	354 12	7 75	220 00	120 00	

* Money Order business suspended from 4th March, 1897 to 23rd April, 1897. † Salary, &c., entered in Auditor General's Report.

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

Name of Office.	Electoral District.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.		Total Amount of Money Orders paid.		Compensation paid to Post-masters on M. O. business.		Compensation paid to Post-masters on S. B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.			
Mamilla.....	Victoria, S. R.	305	15	303	2,619	44	19	04	722	46	6	61	152	00	48	00	
Manitowaning.....	Algoma.	808	80	1,051	18,869	20	120	04	3,435	12	48	00	316	00			
Manotick.....	Carleton.	494	56	440	10,083	31	64	33	2,833	69	25	28	220	00			
Maple.....	York, W. R.	549	67	210	4,961	78	30	08	1,442	40	13	36	290	00	32	00	
Markdale.....	Grey S. R.	1,732	60	1,685	13,519	98	106	68	8,872	86	38	67	550	00	20	00	80
Markham.....	York, E. R.	1,888	64	680	6,513	80	55	43	7,882	13	20	44	600	00	66	00	80
Markham.....	Hastings, E. R.	222	47	389	3,644	72	25	35	215	10	9	31	96	00	4	00	40
Marmora.....	Hastings, N. R.	1,321	49	895	8,123	52	66	98	2,095	70	21	11	380	00	12	00	40
Marshville.....	Haldimand & Monck	300	80	277	2,170	38	18	19	913	93	6	12	140	00			
Martintown.....	Glengarry	820	48	241	2,902	28	20	71	1,134	39	7	75	270	00	24	00	
Massary Station.....	Hastings, E. R.	1,035	02	358	785	76	5	85	68	30	1	98	76	00			
Maxville.....	Algoma.	2,580	67	1,231	4,345	91	31	48	1,089	65	11	25	340	00			40
Maxwell.....	Nipissing	1,296	25	450	14,162	48	100	37	3,789	22	37	18	840	00	110	00	120
Maxwell.....	Glengarry	260	70	556	4,814	69	34	77	3,721	21	14	33	400	00	120	00	40
Meadowdale.....	Hastings, N. R.	373	22	107	7,482	77	50	04	966	84	18	74	110	00			
Meaford.....	Peel.	157	26	91	1,092	07	8	27	402	84	2	82	166	00	50	00	
Melbourne.....	Grey, E. R.	3,196	20	2,758	22,211	81	174	79	1,624	36	2	58	83	00	60	00	140
Merrin.....	Middlesex, W. R.	752	84	375	3,666	41	29	45	1,196	49	61	59	900	00	24	00	40
Merriville.....	Kent.	442	19	1,009	1,685	44	10	63	66	27	4	22	280	00	6	00	60
Merriville.....	Grenville, N. R.	1,796	36	743	12,432	89	97	31	8,488	64	34	11	144	00	61	00	80
Metcalf.....	Lincolln.	1,488	04	443	5,474	61	55	33	3,150	40	14	36	430	00			60
Middleville.....	Russell.	649	40	371	7,400	84	46	68	911	41	19	08	248	00			
Midland.....	Lanark, N. R.	253	33	311	2,944	92	22	47	638	17	7	61	104	00	2	00	
Midway.....	Simcoe, E. R.	2,904	78	1,867	17,182	21	127	94	8,315	92	46	24	780	00	30	00	120
Millbank.....	Bruce, E. R.	351	06	310	11,338	95	79	53	3,617	42	30	86	390	00	12	00	40
Millbrook.....	Perth, N. R.	1,865	37	713	5,167	59	42	37	663	04	9	49	148	00			
Millbrook.....	Durham, E. R.	955	37	707	11,450	11	129	21	9,485	73	46	49	360	00	48	00	120
Milton West.....	Cornwall	2,593	13	581	17,239	38	46	50	3,644	76	17	35	345	00			40
Milton West.....	Haldon	897	87	821	6,562	93	46	50	584	16	2	64	240	00			
Mimico.....	Perth, N. R.	950	71	106	974	24	8	00	816	16	41	63	370	00	30	00	40
Minden.....	York, W. R.	939	91	974	11,900	00	82	87	8,180	31	41	63	370	00	30	00	40
Mitchell.....	Victoria, N. R.	3,736	37	1,897	18,943	37	145	04	9,326	63	50	29	1,020	00	100	00	140
Mohawk.....	Perth, S. R.	244	42	223	2,235	21	16	66	551	77	5	06	190	00			
Moore.....	Brant, S. R.	227	77	140	1,950	60	13	57	711	20	5	06	96	00			
Moore.....	Carleton, W. R.	248	30	247	1,994	30	17	76	743	08	6	01	128	00			

Post Office Department.

Moosefield	607 71	965	10,397 54	68 42	1,172 50	26 12	9 01	244 00	20 00
†Moose Creek	591 32	44	716 48	4 15	89 54	1 80		218 00	20 00
†Morsewood	380 11	60	622 76	4 18	95 00	1 56		156 00	
Morseh.	347 81	376	3,285 21	24 69	950 64	8 43	0 03	176 00	
Morrishub	4,154 48	2,202	19,159 25	42 59	8,959 88	51 49	30 19	1,140 00	180 00
Morrison	390 75	394	6,563 34	155 99	1,190 78	17 14		168 00	32 00
Mountain.	345 28	133	1,530 54	13 34	464 60	4 20		120 00	
Mount Albert.	789 19	468	6,582 17	43 57	2,166 18	17 52	7 79	250 00	6 00
Mount Brydges	490 15	404	3,690 85	29 69	1,159 97	7 37	6 37	199 00	
Mount Elgin.	293 14	362	2,999 00	23 85	606 06	9 87		128 00	
Mount Forest.	4,421 59	3,271	26,222 37	209 07	19,471 43	75 56	21 90	1,140 00	180 00
Nanticoke.	240 68	194	2,285 59	15 07	515 49	5 80		84 00	
Napanee.	6,334 56	3,454	27,137 59	290 41	22,330 50	74 24	69 29	1,660 00	4 00
Napier.	172 18	153	1,286 72	9 98	633 78	3 28		92 00	8 00
Nassagaweya	350 52	273	3,376 58	25 03	1,102 69	8 49	2 56	116 00	
Nepigon.	366 62	126	1,993 82	15 78	500 05	4 37		120 00	
Nesbitt.	780 03	484	5,285 86	41 95	1,141 70	13 62	17 55	348 00	6 00
Newstadt.	843 72	687	9,917 32	65 61	2,370 63	25 50	26 84	300 00	40 00
Newboro.	932 25	594	5,273 79	38 48	2,374 85	13 67	16 35	320 00	40 00
Newburg.	689 32	508	4,257 82	33 77	1,053 49	10 76	20 52	290 00	12 00
Newcastle.	1,098 03	859	8,828 02	70 63	2,876 47	24 14	5 80	460 00	108 00
New Dundee.	539 73	278	1,961 13	19 29	734 31	5 02	4 60	255 00	
New Edinburgh.	368 08	168	1,709 09	15 78	444 87	5 23	5 81	158 00	
New Germany.	124 06	151	2,715 27	21 23	547 24	6 91	8 29	56 00	80 00
New Hamburg.	3,313 77	1,693	14,836 32	116 45	9,849 18	12 05	72 20	620 00	24 00
Newmarket.	477 33	420	5,071 72	33 80	239 73	12 70	1 53	980 00	150 00
Newton.	2,283 31	1,267	13,226 24	104 59	6,598 16	39 82	27 60	160 00	44 00
Niagara.	5,717 61	1,581	14,267 06	119 38	11,707 24	43 16	75 04	660 00	90 00
Niagara Falls.	632 42	231	2,438 50	18 16	329 65	6 23		1,560 00	360 00
Niagara Falls Centre.	1,422 32	1,203	12,424 90	94 83	3,494 90	33 16	22 54	196 00	70 00
Niagara Falls South.	519 32	218	3,055 96	21 36	736 45	7 99	15 67	530 00	4 00
Nobleton.	239 36	17	236 60	1 41	354 43	0 64		90 00	
Norland.	960 42	372	5,294 42	40 95	381 91	13 82	0 85	334 00	40 00
Norman.	573 61	758	11,138 97	72 18	1,634 06	20 54	10 18	220 00	
North Augusta.	3,610 69	1,740	13,950 68	112 90	8,578 10	37 86	37 43	1,036 00	50 00
North Bay.	615 06	357	5,361 70	36 30	1,825 65	14 53	29 54	250 00	14 00
North Gower.	1,409 60	303	2,742 33	28 50	2,412 34	8 61		200 00	
North Toronto.	459 10	442	4,108 67	30 44	1,715 57	11 26		156 00	
Norval.	2,765 32	2,172	19,139 95	159 31	8,219 44	51 13	19 29	760 00	120 00
Norwich.	2,209 01	1,039	8,878 58	68 52	5,685 18	24 37	10 52	680 07	28 00
Norwood.	118 51	156	2,627 82	17 69	427 36	6 80		825 00	16 00
Oakville.	2,667 61	1,072	10,889 80	87 63	7,567 21	32 28	37 27	210 00	120 00
Oakwood.	587 18	508	6,179 72	42 90	1,794 15	15 57		210 00	
Odessa.	507 06	445	6,237 05	43 01	1,605 93	15 84	13 13	200 00	40 00
Oil Springs.	1,280 90	986	12,813 99	88 17	2,986 86	33 58	12 00	430 00	20 00
Oneness.	1,300 69	880	11,815 35	79 05	2,317 00	30 22	20 45	440 00	80 00
Orangeville.	4,574 25	1,543	13,354 12	100 19	14,361 89	37 46	38 48	1,350 00	72 00
Orillia.	9,479 14	3,310	28,176 63	230 02	33,954 42	82 36	55 66	2,320 00	160 00

* Accounting from 1st March, 1897.

† Accounting from 1st April, 1897.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pen-sation paid to Post-masters on M. O. business.	Com-pen-sation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		§ cts.		§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.	§ cts.
Orono	Durham, W. R.	913 05	1,121	11,373 01	82 75	2,031 40	29 46	31 13	352 00	13 00	40 00
Orrville.	Muskoka & P. Sound	324 51	233	2,347 78	17 11	521 67	5 93	2 36	96 00	6 00	
Osewa.	Elgin, E. R.	95 08	134	1,323 79	10 27	83 38	3 40		50 00		
Oshawa.	Renfrew, N. R.	402 80	68	1,041 01	8 38	157 97	2 64	0 02	126 00		
Ottawa.	Ontario, S. R.	6,851 58	1,924	14,148 43	126 24	32,030 49	42 94	41 33	1,840 00	52 00	240 00
Ottawa.	Ottawa.	76,187 90	13,745	187,027 75	1,694 28	196,374 54					
Ottawa.	Grey, N. R.	966 01	462	3,209 27	28 69	2,084 61					
Owen Sound.	Owen Sound.	11,716 83	6,474	31,574 28	424 95	54,751 14	8 67	3 56	360 00		40 00
Paisley.	Bruce, N. R.	2,538 38	1,806	12,498 46	100 81	9,933 25			4,065 00		600 00
Pakenham.	Lanark, N. R.	1,061 64	784	7,332 87	55 94	1,261 69			840 00		150 00
Palmerston.	Halton.	221 02	255	3,592 57	24 98	934 61	18 59	3 26	390 00	44 00	40 00
Palmerston.	Wellington, N. R.	2,696 15	2,015	15,342 92	127 10	6,291 58	40 59	31 00	720 00	25 00	100 00
Pape Avenue (Toronto)	York, E. R.	875 43	184	1,405 23	15 28	340 92	3 63		75 00		180 00
Paris.	Brant, S. R.	4,526 45	2,069	14,806 20	124 22	11,288 91	42 27	40 82	1,200 00		40 00
Paris Station.	Wentworth N. & Brant	1,029 16	417	3,589 03	27 92	1,320 10	9 22	4 68	392 00	50 00	200 00
Parkdale.	York, W. R.	8,381 34	2,148	17,986 46	174 31	16,544 19	56 08	92 48	1,050 00		
Parkerville.	York, W. R.	53 28	57	304 11	2 71	178 48	1 05	0 78	28 00		
Parkhill.	Muskoka & P. Sound.	2,774 95	2,089	14,667 54	125 48	8,485 88	41 30	12 74	810 00		
Parliament St., Toronto	Middlesex, N. R.	6,127 05	1,259	10,804 74	107 45	10,491 06	29 39	24 23	400 00	140 00	120 00
Parry Harbour.	Toronto Centre.	497 85	255	3,187 38	24 07	232 82	7 97	1 36	176 00		
Parry Sound.	Muskoka & P. Sound.	2,365 92	1,774	17,028 77	127 83	8,000 02	45 02	5 68	720 00	100 00	100 00
Pearl St. (Hamilton)	Hamilton.	1,632 80	496	3,614 04	37 66	112 24	9 10	2 09	240 00	4 00	
Pelee Island.	Essex, S. R.	235 88	601	10,857 32	75 95	2,500 05	28 12		108 00		
Pembroke.	Renfrew, N. R.	6,715 26	2,903	25,021 71	204 79	16,017 28	67 06	85 71	1,800 00	140 00	
Pendleton.	Prescott.	238 56	112	2,141 80	14 37	988 03	5 42		100 00		
Pentanguishene.	Simcoe, E. R.	2,589 16	1,905	15,940 91	120 38	8,043 21	42 58	26 77	740 00	24 00	100 00
Perth.	Lanark, S. R.	5,801 42	3,114	24,712 61	211 38	16,561 34	65 11	48 70	1,440 00	300 00	250 00
Peterborough.	Peterborough, W. R.	20,221 57	6,309	53,529 21	468 19	63,667 55			4,589 06		
Peter St. (Toronto).	Toronto.	6,232 24	2,192	21,615 26	219 01	7,745 84	55 37	71 22	600 00		
Petrolia.	Lambton, E. R.	8,163 37	4,000	35,282 97	291 93	18,374 63	103 54	80 01	1,840 00	16 00	
Phelps.	Simcoe, N. R.	378 91	214	1,874 42	14 20	615 24	4 86	0 16	100 00	18 00	
Pickering.	Ontario, W. R.	911 19	542	6,245 76	47 31	3,735 87	17 31	6 24	332 00		40 00
Pictou.	Prince Edward.	6,480 56	2,242	16,253 68	140 14	13,517 58	48 59	11 10	1,560 00	300 00	240 00
Plattsagenet.	Prescott.	902 81	364	4,320 05	57 99	2,596 78	25 89	11 10	280 00	48 00	
Plattsville.	Wentworth N. & Brant	1,221 24	746	8,643 69	60 70	2,120 11	22 12	54 72	420 00		60 00
Plevna.	Addington.	227 38	156	1,767 51	12 30	753 21	5 12	0 12	82 00		

Post Office Department.

Point Edward	844 65	403	3,045 80	29 16	1,322 91	8 61	400 00	40 00
Pontypool	819 55	115	1,356 96	10 45	892 17	3 43	320 00	40 00
Port Arthur	4,664 54	2,914	33,239 41	292 83	8,731 82	88 93	1,286 00	
Port Burwell	608 86	751	12,443 08	81 29	1,544 97	32 80	206 00	30 00
Port Carling	484 54	443	4,419 98	33 10	2,857 29	11 52	200 00	25 00
Port Colborne	1,946 29	974	7,798 39	61 13	4,827 45	22 26	608 00	20 00
Port Credit	708 81	210	3,409 61	23 60	1,660 16	8 60	250 00	
Port Dalhousie	725 55	359	3,265 86	25 22	1,968 91	8 93	290 00	
Port Dover	1,865 70	1,465	12,248 59	99 74	4,897 35	34 97	32 90	10 00
Port Elgin	2,112 16	1,812	14,629 19	112 92	7,013 99	9 36	570 00	80 00
Port Hope	8,234 28	3,125	22,442 54	203 00	27,816 78	67 18	2,080 00	100 00
Port Lambton	325 33	378	4,690 73	31 81	565 76	11 61	132 00	
Port Land	401 55	158	1,475 89	11 69	688 25	3 69	150 00	
Port Perry	2,806 58	1,230	11,566 31	88 08	11,086 50	32 22	800 00	120 00
Port Rowan	1,211 64	1,147	11,239 31	88 75	3,509 84	31 07	420 00	60 00
Port Ryerse	72 04	101	744 72	6 32	70 15	1 85	40 00	
Port Stanley	806 32	559	5,785 02	42 69	1,775 86	16 06	320 00	40 00
Muskoka & P. Sound	418 04	430	3,793 50	29 53	2,092 80	11 18	132 00	
Pottersburg	284 47	164	1,330 23	13 46	136 07	3 46	126 00	4 00
Potterville	850 55	717	8,154 12	56 41	2,032 55	21 00	330 00	12 00
Preston	5,065 72	2,497	19,826 48	161 48	12,560 84	56 91	1,440 00	460 00
Priceville	3,088 32	1,183	9,379 56	83 33	8,394 21	25 85	820 00	8 00
Princeton	487 11	441	4,749 90	33 30	2,350 68	14 67	235 00	6 00
Puce	676 24	487	5,447 38	38 88	1,724 63	14 04	284 00	8 00
Essex, N. R.	99 77	70	837 76	6 45	15 00	2 09	36 00	
Wellington, S. R.	145 01	221	3,462 65	22 01	400 74	8 74	75 01	16 00
Queen St. E. (Toronto)	4,313 43	1,577	11,693 69	139 11	4,235 05	30 91	390 00	
Queensville	282 08	334	4,241 22	27 93	410 48	10 79	135 00	
Ratho	79 91	107	944 37	7 20	121 00	2 36	40 00	
Rat Portage	7,780 64	4,060	48,247 18	397 35	10,477 87	124 28	1,300 00	24 00
Renfrew	4,841 19	1,924	18,876 50	149 47	9,425 12	51 67	1,300 00	120 00
Renfrew, S. R.	343 83	128	2,805 78	17 36	812 30	7 38	140 00	
Riceville	575 22	472	8,032 30	53 29	1,056 97	20 28	200 00	
Richmond West	867 19	419	7,697 90	51 64	3,689 53	20 87	360 00	40 00
Richmond Hill	3,546 52	2,293	16,312 07	137 47	11,587 70	42 63	1,000 00	8 00
Ridgetown	1,062 97	567	4,942 74	38 30	3,056 54	13 97	360 00	4 00
Ridgeway	1,083 77	715	6,118 78	47 23	3,301 43	16 79	412 00	10 00
Ripley	222 25	94	1,389 35	10 31	496 99	3 68	80 00	2 00
Riversdale	1,870 45	621	6,708 49	74 42	3,592 91	19 15	400 00	200 00
Riverside	225 88	126	2,122 97	14 83	719 58	5 89	84 00	40 00
Rockingham	1,416 38	503	8,586 36	56 38	1,055 74	21 54	470 00	60 00
Rockland								
Rockton								
Wentworth, N. and Brant	210 83	161	2,626 69	13 72	337 45	5 07	88 00	20 00
Rockwood	676 54	554	5,103 17	36 88	2,883 08	13 90	288 00	
Rodney	1,326 36	1,286	12,920 54	90 51	4,037 44	34 04	450 00	10 00
Rosemont	538 70	289	3,722 54	24 98	812 49	9 57	200 00	30 00
Rosemeath								
Rosseau	479 90	195	3,673 20	24 08	984 45	9 30	156 00	
Muskoka & Parry Sid	720 06	579	6,104 18	46 10	2,875 99	15 88	230 00	80 00

* Salary, &c., entered in Auditor General's Report.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Rothsay	Wellington, C. R.	221 29	339	4,547 92	29 94	576 75	11 38	1 05	120 00	10 00			
* Rushton Station	Essex, N. R.	181 91	223	4,059 43	25 22	104 71	10 14		80 00				
Rusholme Rd. (Toronto)	Toronto West.	1,739 76	512	3,338 47	37 21	2,597 16	9 89	14 33	300 00				
Russell	Russell	595 25	319	7,897 25	50 73	2,241 57	21 41	29 35	228 00	6 00			
Rutherford.	Bothwell	289 27	198	3,212 03	21 57	230 92	8 02		100 00				
Ruthven.	Essex, S. R.	322 98	707	7,098 82	52 69	1,370 06	17 82	2 51	124 00	12 00			
St. Ann's.	Lincoln & Niagara.	118 60	198	2,137 40	16 15	474 43	5 34		50 00				
St. Catharines.	Lincoln & Niagara.	17,910 82	4,189	32,525 05	285 81	60,635 88	100 18	144 42	3,500 00	60 00			
St. George, Brant.	Wentworth, N. and Brant.	1,308 21	639	5,729 92	43 76	5,376 90	15 33	10 21	445 00				60 00
St. Jacobs.	Waterloo, N. R.	516 94	291	3,037 31	23 30	925 54	7 93		188 00	20 00			
St. Joseph St. (Toronto)	Toronto	6,816 49	1,861	16,808 58	184 79	7,249 63	42 83	31 23	590 00				
St. Mary's.	Perth, S. R.	5,543 95	2,698	20,198 55	171 22	16,492 15	35 31	29 83	1,375 00	66 00			220 00
St. Thomas West.	Elgin, E. R.	18,926 63	5,007	42,425 65	368 30	183,007 58			5,064 00				
St. Thomas	Norfolk, S. R.	393 78	254	4,185 51	34 18	960 49	11 14		140 00				
St. Williams	Essex, N. R.	639 52	254	5,738 52	25 03	4,498 00	10 65	0 53	290 00				
Sandwich	Lambton, W. R.	10,126 40	3,731	27,384 67	248 88	41,730 92	82 23	67 61	2,400 00	200 00			360 00
Sarnia.	Algona	5,984 91	3,106	31,671 15	252 33	14,032 11	85 94	26 64	1,400 00	6 00			200 00
Sault Ste. Marie	York, E. R.	118 23	34	620 46	3 86	397 37	1 62		48 00				
Scarborough	do N. R.	737 27	166	2,841 70	21 74	1,570 19	7 13	36 96	288 00				40 00
Schomberg	Algona	872 44	448	6,417 18	52 53	692 08	16 11	37 72	334 00				
Schrieber.	Huron, S. R.	350 35	498	5,653 69	41 29	611 21	14 62	2 74	108 00				
Scotland.	Oxford, S. R.	4,945 77	2,367	16,920 75	139 45	17,224 36	47 97	80 26	1,360 00	160 00			200 00
Seaford	Huron, S. R.	460 21	386	4,649 55	33 48	360 39	11 70		170 00	30 00			
Secley's Bay	Leeds, S. R.	552 05	588	11,128 81	75 61	2,021 69	28 53		190 00	4 00			
Selkirk	Norfolk, S. R.	469 51	350	3,178 95	21 55	979 69	8 35		180 00	4 00			
Seyern Bridge	Oxford, N. R.	607 66	367	3,918 25	30 44	1,966 65	10 11	2 24	260 00	4 00			
Shakespeare.	Grey, N. R.	247 24	257	2,835 52	29 27	117 67	7 16	65	118 00				
Shallow Lake	Hastings, E. R.	470 83	413	6,119 30	40 63	971 22	15 69	1 23	188 00	24 00			
Shannonville.	York, N. R.	214 43	138	1,546 13	11 52	645 90	4 03		80 00				
Sharon.	Grey, E. R.	2,774 75	1,977	17,412 07	128 05	8,616 59	46 92	28 48	760 00	6 00			120 00
Shelburne	Simcoe, S. R.	6,230 72	2,221	16,140 89	144 19	19,803 88	49 06	16 12	1,580 00	50 00			240 00
Simcoe.	Norfolk, S. R.	379 19	455	5,161 25	35 12	926 22	13 54		140 00				
Singhampton.	Simcoe, N. R.												
Smith's Falls	Leeds and Grenville, N. R.	7,744 72	2,906	24,728 85	211 13	30,284 76	68 29	67 11	2,010 00	100 00			40 00
Smithville	Wentworth, S. R.	928 77	1,287	14,061 73	91 57	3,093 31	35 65	64 05	360 00	16 00			

Post Office Department.

Sombra.....	Bothwell.....	514	6,199 13	44 96	1,931 85	16 97	136 00	20 00	60 00
Southampton.....	Bruce, W.R.....	876	9,585 40	72 30	3,645 99	25 00	500 00	80 00	
South Casselman.....	Russell.....	514	8,012 98	53 48	1,367 10	20 76	220 00		
South Indian.....	do.....	367	4,382 38	30 80	398 89	11 88	164 00	6 00	
South River.....	Muskoka & Parry S'd.....	535	3,636 60	30 72	1,155 51	9 55	200 00	16 00	
South Woodalee.....	Essex, N.R.....	763	16,382 86	100 45	7,760 81	41 14	1,600 00		
Spadina Ave. (Toronto)	Toronto West.....	3,037	28,552 85	282 17	19,561 63	76 69	600 00		250 00
Sparta.....	Elgin, E.R.....	385	4,415 45	32 16	546 84	11 46	144 00	22 00	
Spencerville.....	Greenville, S.R.....	663	8,947 84	60 67	1,793 04	23 18	200 00	20 00	
Spring Brook.....	Haatings, N.R.....	524	8,176 03	50 14	576 18	20 49	124 00		
Springfield.....	Elgin, E.R.....	741	5,928 81	43 99	2,066 63	15 37	230 00	2 00	
Springf'd on the Credit	Peel.....	132	1,328 46	10 67	300 73	3 56	108 00		
Springford.....	Oxford, S.R.....	177	1,568 04	13 40	782 21	4 12	116 00		
Sprucedale.....	Muskoka & Parry S'd.....	421	4,279 63	20 80	832 39	11 02	160 00	6 00	
Staples.....	Essex, N.R.....	343	3,569 40	26 33	414 32	8 37	124 00		
Stayner.....	Simcoe, N.R.....	1,130	10,655 60	79 16	6,004 14	29 51	610 00	10 00	80 00
Stella.....	Lennox.....	195	2,959 39	20 72	1,770 29	10 01	112 00		
Stevensville.....	Hamilton.....	464	3,270 51	34 32	25 00	8 16	240 00		
Stirling.....	Welland.....	1,541	15,157 28	108 91	3,840 21	38 64	428 00	6 00	60 00
Sturton.....	Hastings, N.R.....	95	838 12	6 43	209 45	2 13	46 00		
Sturton C.R.....	Wellington, C.R.....	310	3,320 15	28 74	1,285 52	8 79	140 00	24 00	
Stoney Creek.....	Wentworth, S.R.....	1,141	9,880 78	77 75	7,799 34	28 24	620 00	100 00	80 00
Stouffville.....	Ontario, W.R.....	146	667 23	5 08	316 29	1 92	60 00		
Strabane.....	Wentworth, S.R.....	717	6,630 56	63 48	2,139 35	16 60	400 00		
Strachan Ave. (Toronto)	Toronto.....	5,539	42,856 41	372 95	43,407 51	119 14	3,000 00	168 00	
Stratford.....	Perth, N.R.....	2,487	17,073 55	150 01	15,787 24	49 35	1,380 00	72 00	
Streathroy.....	Middlesex, W.R.....	656	6,992 16	50 01	3,259 86	18 46	336 00		40 00
Streetsville.....	Peel.....	245	2,239 59	16 39	1,386 04	6 11	338 00	40 00	
Sturgeon Falls.....	Nipissing.....	2,220	20,031 18	242 94	7,323 49	75 80	1,218 00	90 00	160 00
Sturbury.....	Algoma, N.R.....	569	5,194 03	38 08	2,445 52	13 76	332 00	16 00	40 00
Sunderland.....	Ontario, N.R.....	1,381	13,958 56	99 50	3,380 50	38 50	380 00	8 00	40 00
Sundridge.....	Muskoka & Parry S'd.....	923	12,416 70	81 31	3,999 30	32 67	23 88	360 00	40 00
Sutton West.....	York, N.R.....	584	10,282 73	65 26	1,773 65	23 28	240 00	36 00	40 00
Sydenham.....	Addington.....	573	7,726 43	53 18	1,691 77	19 65	400 00	8 00	40 00
Tanworth.....	do.....	1,234	9,998 09	74 21	3,549 71	25 95	532 00	20 00	60 00
Tara.....	Bruce, N.R.....	880	9,408 59	70 46	2,983 93	23 70	420 00	60 00	60 00
Tavastock.....	Oxford, N.R.....	1,438	12,875 54	97 25	5,913 29	34 83	520 00	12 00	60 00
Teeswater.....	Bruce, E.R.....	542	4,797 34	38 65	1,632 68	12 76	244 00	60 00	60 00
Thamesford.....	Oxford, N.R.....	1,327	15,593 32	114 26	4,445 30	41 03	540 00	50 00	80 00
Thamesville.....	Bothwell.....	836	5,825 27	47 93	3,428 95	15 63	360 00	50 00	40 00
Theedford.....	Lambton, E.R.....	420	5,253 53	38 25	4,530 73	14 53	520 00	8 00	80 00
Thessalon.....	Algoma.....	273	4,223 23	28 70	496 33	11 01	84 00	2 00	60 00
Thomasburg.....	Haatings, E.R.....	1,639	15,905 93	116 93	5,211 53	41 45	470 00	42 00	60 00
Thornbury.....	Grey, E.R.....	401	5,378 62	30 00	943 01	13 81	172 00	12 00	60 00
Thornedale.....	Middlesex, E.R.....	183	3,282 64	22 83	1,088 43	8 82	500 00	40 00	60 00
Thornhill.....	York, E.R.....	263	1,527 52	11 58	1,229 93	3 93	164 00	4 00	60 00
Thornton.....	Simcoe, S.R.....	1,107	8,031 35	71 80	7,896 93	24 09	730 00	110 00	80 00
Thorold.....	Welland.....	1,116	10,773 46	78 52	2,820 66	28 43	620 00	36 00	80 00
Tilbury.....	Kent.....	1,116	10,773 46	78 52	2,820 66	28 43	620 00	36 00	80 00

* Money Order business suspended from 26th August, 1896, to 9th November, 1896.

† Money Order business suspended from 10th February, 1897, to 1st April, 1897.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent Fuel and Light.
				\$	cts.		\$	cts.					
Tilsonburg	Norfolk, N.R.	4,548 99	1,927	13,819 60	115 22	15,829 03	39 49	11 21	1,260 00	200 00	180 00		
Tiverton	Bruce, W.R.	814 11	559	6,183 96	46 11	3,325 61	17 59	17 46	342 00	8 00	40 00		
Toledo	Brockville	457 28	449	5,146 57	35 15	833 39	12 98	2 38	169 00				
Toronto	Toronto	406,718 63	27,165	252,892 93	2,513 13	2,411,459 22	33 03	32 94	940 00		140 00		
Toronto Junction	York, W.R.	3,477 29	1,448	11,064 79	105 94	9,840 51	48 00			6 00			
Tory Hill	Peterborough, E.R.	137 62	92	1,015 01	6 65	418 57	2 55						
Tottenham	Simcoe, S.R.	1,227 31	903	8,863 47	62 97	2,388 21	22 92	44 95	420 00	40 00	40 00		
Trenton	Hastings, W.R.	5,317 96	1,915	15,875 52	131 25	10,633 54	44 69	49 40	1,400 00	160 00			
Tullamore	Peel	73 18	43	587 40	4 12	156 50	1 61		40 00				
Tupperville	Bothwell	376 20	173	2,402 16	17 40	244 92	6 24		120 00		60 00		
Uffington	Hastings, E.R.	1,595 33	708	5,850 90	45 18	4,647 70	15 47		500 00				
Underwood	Ontario, N.R.	203 53	94	1,159 30	7 69	246 46	2 96		100 00	14 00			
Union	Bruce, W.R.	383 64	689	9,619 56	64 48	2,094 46	25 15		150 00				
Unionville	Elgin, E.R.	264 21	157	1,655 90	12 59	297 79	4 27		124 00				
Uxbridge	York, E.R.	490 36	215	2,229 37	18 18	1,653 56	5 87	9 70	232 00	90 00			
Vankleek Hill	Ontario, W.R.	3,276 94	1,926	18,726 58	142 01	9,938 74	48 25	13 85	980 00	66 00	140 00		
Varna	Prescott	2,646 06	1,027	13,122 01	98 18	6,260 04	36 84	76 81	720 00	40 00	100 00		
Vernon	Huron, S.R.	490 25	131	2,135 57	15 10	734 60	5 59		160 00				
Vernon	Russell	474 43	48	618 20	4 45	201 14	1 54		164 00				
Vernon	Grenville, S.R.	228 31	27	212 54	1 68		53		76 00				
Victoria Harbour	Russell	267 11	203	2,080 26	14 88	159 49	5 33		90 00				
Vienna	Simcoe, E.R.	701 66	491	5,034 60	34 45	643 92	12 81	6 30	240 00				
Victoria	Elgin, E.R.	520 69	617	6,490 66	48 96	2,140 02	18 06	13 12	218 00				
Walkerton	Norfolk, S.R.	468 94	524	4,656 69	36 41	1,165 99	12 25	4 64	184 00	16 00			
Walkerville	Stormont	628 89	276	2,994 71	22 05	909 31	8 19	1 87	260 00	150 00			
Wallaceburg	Bruce, E.R.	4,856 90	2,097	15,800 51	127 70	19,191 07	42 60	45 17	1,440 00	100 00			
Walden	Essex, N.R.	4,802 32	1,234	9,890 19	90 30	12,456 27	28 51	12 52	1,200 00		180 00		
Wardville	Essex, N.R.	3,660 40	1,920	16,201 85	130 20	6,966 89	43 24	18 77	960 00	16 00	140 00		
Wardville	Essex, N.R.	373 65	614	1,051 31	54 72				156 00				
Warkworth	Middlesex, W.R.	917 53	695	9,144 25	62 72	2,147 98	24 75	16 56	300 00				
Warkworth	Northumberland, E.R.												
Warsaw	Peterborough, E.R.	1,300 88	1,669	22,421 95	152 34	3,286 75	57 91	9 61	420 00		60 00		
Warwick	Lambton, E.R.	308 24	183	2,475 94	17 14	736 11	6 25		186 00	4 00			
Waterford	Wentworth, S.R.	191 31	288	3,498 27	26 19	1,022 28	9 09		80 00				
Waterford	Wentworth, S.R.	651 46	477	5,980 56	43 36	2,243 19	17 53	5 95	280 00				
Waterford	Norfolk, N.R.	1,533 73	1,132	10,017 70	77 14	3,605 61	26 90	18 32	530 00	100 00	80 00		

Post Office Department.

Waterloo West.....	6,491 58	1,469	10,223 00	101 28	45,106 54	35 39	32 42	1,800 00	16 00	240 00
Watford.....	2,597 44	2,395	26,330 00	192 92	15,587 76	67 24	187 19	770 00	40 00	120 00
Waukegan.....	935 24	669	6,046 12	46 08	16,475 07	15 33	17 05	356 00	.....	40 00
Waukegan, E.R.	216 43	246	2,585 31	18 66	854 75	6 58	.....	90 00	.....	.....
Waverly.....	1,088 48	559	6,122 27	46 20	1,274 86	15 63	6 10	460 00	.....	60 00
Webwood.....	3,082 84	1,047	8,013 38	65 88	14,068 38	24 55	18 01	1,000 00	160 00	160 00
Welland.....	391 49	599	9,817 92	63 37	1,527 27	26 25	2 40	168 00	.....	.....
Welland Port.....	689 02	566	7,626 78	54 82	1,153 62	19 34	29 27	292 00	4 00	.....
Wellesley.....	887 73	681	7,763 35	55 18	1,570 94	20 24	1 17	332 00	.....	40 00
Wellington.....	118 06	187	1,927 39	14 01	179 40	4 08	.....	44 00	.....	.....
Wellman's Corners.....	1,037 48	1,056	8,192 73	63 26	2,643 07	21 54	8 92	360 00	.....	40 00
West Lorne.....	493 61	503	5,895 52	40 24	624 51	14 74	.....	195 00	6 00	.....
Westmeath.....	1,012 38	501	6,465 70	48 85	3,522 14	17 05	15 91	390 00	24 00	40 00
Weston.....	1,142 23	906	10,235 78	72 85	2,264 08	27 05	12 60	380 00	24 00	40 00
Westport.....	3,789 79	1,039	7,533 70	60 24	14,863 01	25 34	11 85	1,200 00	100 00	220 00
Whitby.....	287 93	198	2,414 88	16 68	904 28	6 26	.....	120 00	.....	.....
Whitevale.....	1,363 33	244	3,669 25	25 58	322 01	9 49	2 18	400 00	.....	40 00
*Whitney.....	3,693 01	1,960	18,699 30	139 37	8,306 83	48 11	10 44	1,040 00	100 00	140 00
Warton.....	201 07	473	7,501 54	48 71	845 70	18 91	.....	86 00	.....	.....
Wilkesport.....	726 20	385	4,006 25	29 91	1,298 73	10 22	11 21	280 00	.....	.....
Williamsstown.....	2,519 88	1,140	8,457 62	68 16	5,625 23	21 90	17 54	700 00	24 00	100 00
Winchester.....	18,106 14	3,732	32,085 62	271 12	51,680 21	48 11	43 03	1,180 00	60 00	180 00
Windsor.....	4,465 73	2,409	18,017 13	144 45	17,088 71	5 91	5 45	400 00	36 00	40 00
Wingham.....	1,122 79	158	1,985 48	16 68	6,768 86	.....	.....	196 00	4 00	.....
Winona.....	497 02	2	10 00	.....	.....	.....	.....	360 00	.....	40 00
+Wolfe Island.....	881 57	476	4,344 48	34 16	2,080 01	11 25	17 65	120 00	.....	.....
Woodbridge.....	345 64	101	1,526 29	11 58	555 72	4 14	.....	76 00	.....	.....
Woodham.....	128 74	177	2,437 98	17 90	438 60	6 38	10 37	400 00	.....	.....
Woodisle.....	16,048 42	5,558	43,999 72	383 47	60,055 70	127 40	56 26	3,400 00	160 00	500 00
Woodstock.....	1,195 75	727	9,150 25	61 19	2,777 56	23 54	9 50	440 00	.....	60 00
Woodville.....	564 06	444	4,888 06	33 09	654 91	12 44	.....	320 00	.....	.....
Wooler.....	839 47	915	8,887 95	65 10	5,874 95	32 58	13 32	563 00	18 00	40 00
Wroxeter.....	1,488 88	1,572	12,374 86	99 18	2,863 66	32 22	33 17	300 00	.....	60 00
Wyoming.....	406 33	267	1,578 53	12 78	1,465 90	4 00	4 73	220 00	6 00	.....
Yaker.....	299 64	159	3,251 70	20 07	1,179 98	8 33	5 53	136 00	.....	.....
York St. (Toronto).....	16,070 93	2,213	19,782 47	212 62	8,460 39	49 68	17 88	900 00	.....	.....
Yorkville.....	9,849 96	2,187	21,151 95	217 96	14,319 35	56 82	139 68	600 00	2 00	220 00
Zurich.....	835 91	451	7,202 14	53 85	1,626 48	18 88	31 94	310 00	.....	.....
Dead Letter Office.....	150 01	.....	.....	.....	.....	.....	.....	.....	.....	.....
Non-Accounting Post Offices.....	263,574 59	.....	.....	.....	.....	.....	.....	106,698 51	2,459 34	120 00
Total.....	2,115,309 30	653,724	6,262,718 03	50,456 42	6,954,754 68	14,428 05	10,05 00	415,219 17	20,233 33	24,100 00

* Accounting from 1st October, 1896. † Accounting from 1st April, 1897. ‡ Salary, &c., entered in Auditor General's Report.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation ; the gross Postal Revenue ; the Number and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.				
Abercorn.	Brome.	312 69	84	690 36	5 94	234 61	1 92	148 00				
Acton Vale.	Bagot.	876 77	113	1,617 14	12 49	4,090 02	8 24	380 00		150 00		40 00
Agnes.	Beauce.	671 90	651	9,153 35	67 06	1,731 55	24 82	240 00		6 00		
Arthabaska.	Arthabaska.	1,531 15	513	6,295 63	51 45	5,511 15	25 19	490 00		56 00		60 00
Asylmer East.	Wright.	1,194 27	869	3,431 91	70 71	3,272 12	26 02	460 00				
Bagotville.	Chicoutimi	275 26	274	3,947 26	27 78	1,053 31	12 18	152 00		10 00		
Beauharnois	Beauharnois	1,624 73	1,022	10,518 64	79 26	4,620 12	26 83	420 00		28 00		60 00
Béancour	Nicolet	433 82	24	452 64	4 36	429 48	1 43	160 00		90 00		
Bedford.	Missisquoi	1,460 37	456	4,584 24	39 24	4,488 41	15 72	460 00				60 00
Beebe Blain	Stanstead.	278 34	148	1,199 15	8 81	2,519 61	3 08	250 00				
Bellefleur (Montreal)	Montreal East	2,178 82	291	4,547 98	38 86	2,215 30	11 81	470 00		100 00		70 00
Berthier (en haut).	Berthier	1,302 70	693	8,063 39	58 89	4,818 02	24 69	325 00				
* Bic.	Rimouski	767 76	13	323 97	2 97	32 00	81	925 00		2 00		
Black Cape	Bonaventure	295 79	314	8,109 31	46 21	1,212 13	21 48	135 00		30 00		
Bolton Centre.	Brome	240 89	122	1,268 60	10 64	147 02	3 20	180 00				
+ Bonaventure River	Bonaventure	237 70	2	31 60	25	1,823 76	6 67	248 00		2 00		
Bryson.	Pontiac.	617 33	229	2,484 59	18 41	5,053 76	40 25	894 00		72 00		120 00
Buckingham	Labelle.	2,750 22	1,200	14,547 10	114 00	3,570 29	7 73	381 66				40 00
Cacouna.	Témiscouata.	922 10	103	1,856 29	13 05	26 10	88	200 00				
Scalmet	Argenteuil.	610 86	22	351 67	2 24	1,171 23	7 63	190 00				
Capleton	Sherbrooke.	475 75	276	2,595 58	28 37	1,106 74	9 18	120 00				
Cap Santé.	Portneuf.	285 72	113	3,382 39	18 89							
Chaboillez Square (Montreal)	Ste. Anne.	4,372 42	179	1,732 61	18 97	20 34	3 13	145 73				
Chambly Canton	Chambly and Ver-chères	565 23	422	12,272 79	77 21	2,075 31	32 00	230 00				
Chapeau	Pontiac.	287 63	263	2,141 02	14 04	272 73	5 52	132 00		8 00		
Chelsea.	Wright.	287 67	217	2,570 24	20 94	830 97	6 45	132 00		12 00		
Cheneville.	Labelle.	346 58	352	3,794 14	26 60	2,614 44	13 64	133 00		13 66		

Post Office Department.

Cherrier St. (Montreal East.)	9 13	293 88	2 73	240 00	80 00
Chicoutimi	39 62	7,316 92	21 72	596 00	32 00
Clarenceville	35 14	1,306 67	13 20	224 00	16 00
Coaticook	155 60	5,902 86	30 79	940 00	100 00
Compton	40 91	2,623 26	13 94	350 00	40 00
do	73 19	4,469 07	26 67	540 00	168 00
Coteau Landing	52 71	1,851 68	20 85	260 00	32 00
Cowansville	67 79	7,020 94	20 62	690 00	100 00
Danville	122 95	4,691 51	42 87	680 00	100 00
Deschambault	17 26	1,940 12	5 91	160 00	60 00
Drummond	51 52	3,897 66	21 17	490 00	36 00
Dunham	64 40	2,675 75	24 15	260 00	16 00
East Angus	11 51	7,114 60	3 73	220 00	
East Farnham	5 91	359 65	1 56	92 00	
Eastman	25 61	879 46	8 89	280 00	
Echemin	28 72	833 26	11 81	365 00	20 00
Farnham	137 62	7,196 59	51 21	680 00	24 00
Fitch Bay	35 59	643 04	10 98	130 00	
Franklin Centre	39 59	815 99	15 11	120 00	
Freilichsburg	45 26	3,311 70	18 32	268 00	16 00
Gaspé Basin	159 94	5,234 02	59 73	410 00	120 00
Georgetown	8 30	412 88	2 56	164 00	10 00
Grauby	131 60	8,578 00	45 32	780 00	38 00
Greenville	83 20	1,835 46	35 68	360 00	40 00
Grindstone Island	23 80	469 90	9 97	92 00	10 00
Hatley	22 64	1,058 35	4 23	234 00	
Hebertville	12 04	3,108 60	11 01	218 00	
Henningsford	17 05	2,457 59	7 45	320 00	40 00
Henryville	26 04	809 24	8 64	166 00	
Hochelaga	54 85	1,701 14	16 01	672 00	100 00
Homes Harbour	24 21	1,09 23	10 61	48 00	
Hovick	19 46	838 86	7 06	48 00	
Hudson	2 75	223 75	0 77	31 00	
Hull	141 97	8,476 38	49 53	270 00	
Huntingdon	75 98	5,668 66	29 76	1,275 00	100 00
Iberville	22 18	3,018 76	7 90	720 00	40 00
St. John's & Iberville	54 57	4,662 06	22 26	350 00	
Inverness	99 62	13,398 67	42 25	300 00	110 00
Joliette	11 81	3,086 90	5 74	792 00	84 00
Kamouraska	30 73	900 12	12 04	246 00	
Kingsbury	28 09	390 89	9 63	122 00	4 00
Kingsey Falls	10 77	808 46	4 17	220 00	
Kinnear's Mills	71 44	4,234 72	25 67	120 00	
Knowlton	47 36	3,494 76	15 16	560 00	24 00
Lachine	77 97	7,679 03	28 09	420 00	80 00
Lac Beauport	14 39	297 47	4 87	600 00	100 00
Lac Matapedia	5,051 09	1,618 27	13 62	96 00	
Lacolle	39 05			320 00	40 00

* Accounting from 1st April, 1897. † Non-accounting from 31st July, 1896. ‡ Accounting from 1st April, 1897. § Accounting from 1st October, 1896.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
				\$	cts.		\$	cts.					
Lake Témiscamingue.	Pontiac.	494 44	121	4,003 14	23 12	7,114 60	21 92	120 00	40 00	120 00	40 00		
Lambton.	Beauce.	572 03	7	111 88	1 19	266 58	30	232 00	30 00	232 00	30 00		
Laprairie	Laprairie and Napierville.	636 94	174	3,077 46	22 86	2,004 26	8 46	240 00		240 00			40 00
L'Assomption.	L'Assomption.	969 51	349	3,595 15	27 45	5,334 42	12 53	300 00	4 22	300 00	12 00		
Laurentides.	do	967 69	223	4,274 85	25 37	1,175 59	11 33	520 00		520 00			
Lauzon.	Lévis	476 92	193	2,610 61	21 63	1,896 18	8 65	230 00		230 00	10 00		
L'Anvers.	Drummond	452 44	212	2,830 95	20 58	710 23	7 82	164 00		164 00			
Lévis	Mégantic.	84 42	164	3,229 53	22 18	1,397 23	9 85	36 00		36 00	6 00		
*Leeds Village	do	384 86	66	1,032 74	5 86	223 83	2 58	136 00		136 00	20 00		
L'Emoxville	Sherbrooke.	2,069 03	791	6,741 63	65 88	4,611 05	21 91	660 00	13 43	660 00	120 00		80 00
L'Épiphanie.	L'Assomption.	513 52	43	540 14	4 50	1,362 80	1 50	128 00		128 00	130 00		
Les Éboulements.	Charlevoix.	379 66	329	4,677 02	28 98	5,303 39	20 96	212 00		212 00	10 00		
Lévis	Lévis	1,866 21	452	6,023 83	53 96	11,207 23	23 20	600 00	5 30	600 00	200 00		80 00
L'Islet.	L'Islet.	671 06	230	3,311 24	21 99	1,373 19	9 85	300 00		300 00			
Little Métis	Rimouski.	593 91	369	7,102 07	55 88	6,346 57	23 24	220 00	16 55	220 00	48 00		
Longueuil	Chambly and Verchères.	1,332 52	105	1,728 83	13 64	2,467 18	7 25	360 00		360 00			80 00
Lotbinière.	Lotbinière.	443 47	393	8,596 95	58 55	6,006 81	24 12	170 00		170 00	90 00		
Louisville.	Maskinongé	1,246 40	286	3,583 78	25 56	8,060 93	11 10	460 00		460 00	72 00		60 00
Magdalen Islands	Gaspé.	137 09	65	1,617 45	9 05	378 53	4 08	64 00		64 00	2 00		
Magog.	Stanstead.	2,968 36	650	5,498 58	62 63	3,910 99	18 62	800 00	13 90	800 00	4 00		120 00
*Maisonneuve.	Maisonneuve.	872 36	17	225 35	2 01	68 18	9 57	200 00		200 00			
Mansonville	Brome.	620 89	282	3,302 56	25 18	1,315 89	8 41	265 00		265 00			40 00
Marieville	Rouville	993 49	159	3,253 10	25 01	2,113 80	10 83	370 00		370 00			
Massawippi	Rouville	283 26	99	1,046 16	8 27	1,332 44	2 66	112 00		112 00			
Masson.	Labelle	428 76	113	1,086 19	8 28	1,483 42	6 19	140 00		140 00			
Matapédia.	Bonaventure	717 90	154	2,662 30	19 62	329 70	6 91	310 00	1 27	310 00	20 00		
Montagny	Montagny	1,750 54	736	10,215 09	75 20	5,524 01	33 32	520 00		520 00	40 00		80 00
Montreal	Montreal	326,941 50	24,240	277,753 89	2,918 96	1,039,587 88							
Mount Royal Avenue.	Montreal	990 42	103	1,205 01	12 25	239 77	3 17	246 60		246 60			
Murray Bay	Maisonneuve.	692 10	883	18,375 97	115 60	5,487 96	49 09	320 00	98	320 00	100 00		
Napierville.	Charlevoix												
	Laprairie and Napierville.	644 07	439	9,064 62	62 97	2,194 53	25 97	276 00		276 00			
New Carlisle.	Bonaventure	874 15	481	8,216 84	57 16	2,413 16	22 66	294 00	6 42	294 00			
Nicolet	Nicolet	1,596 89	433	6,057 97	45 71	5,775 02	23 50	544 00	3 93	544 00	120 00		80 00

Post Office Department.

North Hatley.....	884 97	286	2,443 08	24 68	874 74	7 86	248 00	10 00
North Wakefield.....	215 99	83	1,828 78	11 37	743 64	5 23	76 00	20 00
N.-Dame de la Salette.....	140 73	60	1,442 40	8 74	541 60	3 61	64 00	8 00
N.-Dame de Stanbridge.....	1,344 10	253	2,852 81	23 84	2,195 44	10 73	444 00	60 00
N.-Dame St. W. (Mont.).....	284 50	324	5,999 16	42 97	498 34	15 50	130 00	200 00
N.-Dames St. (Mont.).....	9,933 39	901	8,733 83	89 05	762 20	6 18	300 00	40 00
Ontario St. East do.....	3,068 95	478	8,258 52	69 51	563 67	21 68	400 00	40 00
Ormslow St. East do.....	1,430 53	205	3,890 65	28 74	2,636 79	11 24	420 00	200 00
Paspébiac.....	1,637 25	482	15,605 75	93 89	2,798 18	41 26	360 00	200 00
Peel St. (Montreal).....	1,693 13	272	2,585 59	29 25	107 36	6 52	51 38	40 00
Percé.....	663 35	572	8,182 32	57 83	3,975 74	25 30	302 00	40 00
Pierreville.....	857 83	512	7,840 72	56 14	2,857 68	9 88	268 00	20 00
Pléssisville.....	1,821 86	253	3,483 26	25 69	2,904 97	12 29	464 00	60 00
Pointe à Pic.....	654 99	146	1,918 16	13 73	3,886 32	7 94	340 00	95 00
Pointe aux Trembles (Portneuf).....	354 42	101	2,055 15	13 94	306 00	5 44	124 00	40 00
*Pointe aux Trembles (Laval).....	234 62	3	9 64	12	70 00	0 16	112 00	4 00
Point Fortne.....	481 59	81	569 22	4 36	477 17	1 44	192 00	24 00
Point St. Charles.....	6,153 89	1,673	16,486 93	193 48	5,374 72	46 93	1,100 00	140 00
Point de Maskinongé.....	375 52	470	4,663 63	34 63	252 53	12 05	180 00	32 00
Portage du Fort.....	715 01	290	2,989 49	22 21	1,583 70	7 94	350 00	2 00
Port Daniel East.....	130 03	48	647 13	4 46	228 58	1 68	62 00	40 00
Prince Arthur St. (Montreal).....	5,291 76	864	7,550 65	83 25	297 42	18 96	240 00	70 00
Quebec.....	47,929 27	7,321	90,362 40	865 96	168,849 74	7 60	**	40 00
Quyón.....	932 17	468	10,437 70	66 06	2,205 87	27 78	360 00	12 00
Richmond East.....	2,443 28	1,030	9,647 71	84 85	8,466 38	30 89	676 00	36 00
Rigaud.....	747 95	274	4,280 14	31 74	2,918 95	13 50	380 00	16 00
Rimouski.....	1,811 71	640	9,852 22	77 57	8,365 55	32 28	615 00	71 50
Rivière Beaudette.....	386 89	130	1,239 72	8 95	139 74	3 09	160 00	80 00
Rivière du Loup (en bas) do.....	2,618 54	792	7,884 07	67 61	10,174 14	24 77	730 00	70 00
Rivière du Loup Stat'n do.....	1,367 08	180	3,291 04	25 23	1,772 57	9 74	400 00	40 00
Roberval.....	1,181 79	19	314 73	1 85	1,071 61	1 45	380 00	10 00
Robinson.....	722 80	392	4,026 33	34 02	940 53	10 61	240 00	20 00
Rock Island.....	526 69	313	2,890 63	21 39	5,303 85	7 45	240 00	20 00
Roxton Falls.....	859 64	112	1,351 72	11 84	1,688 24	6 34	336 00	6 00
Ste. Agathe des Monts. do.....	770 89	437	6,975 27	44 23	3,692 83	12 99	260 00	16 00
Ste. Anne de Beauport.....	1,091 77	708	9,620 50	62 91	3,361 94	26 27	360 00	40 00
Ste. Anne de Bellevue.....	463 68	39	730 02	4 50	1,708 88	3 74	156 00	40 00
Ste. Anne de la Perade.....	619 98	101	2,559 31	15 89	1,686 09	6 55	200 00	20 00
Ste. Anne de la Pocatière.....	931 02	295	2,789 16	21 99	1,348 56	7 97	350 00	20 00
Ste. Anne de la Pocatière Gaspé.....	1,113 79	204	2,224 03	20 45	1,705 99	7 46	380 00	10 00
Ste. Anne des Monts. do.....	244 11	69	1,188 85	7 79	76 60	2 96	108 00	28 00
Ste. Anne des Monts. do.....	196 91	42	1,167 62	9 01	1,524 90	4 79	84 00	12 00
St. Augustin, Portneuf do.....	115 65	76	1,245 95	7 31	1,000 00	3 12	56 00	1 00
St. Barthelemi.....	629 99	432	7,002 85	43 05	1,433 83	19 17	264 00	1 00
St. Casimir.....	1,006 21	110	2,500 01	22 75	2,894 30	11 74	360 00	24 00

**Salary, &c., entered in Auditor General's Report.

§Late Somerset.

‡Late Ste. Marie de Monnoir.

- * Accounting from 1st April, 1897.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Postmasters M. O. business.	Compensation paid to Postmasters S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Catherine St. Centre (Mont.)	Montreal, West.	22,156 10	5,631	55,088 21	671 81	8,705 54	140 44	77 13	800 00		
Sainte Catherine West (Montreal)	Montreal, West.	5,637 10	1,104	10,449 51	117 53	1,452 49	26 44	13 27	240 00		
St. Charles, River Richelieu	Rouville	1,008 96	315	2,244 05	22 00	4,491 18	12 43	01	380 00		40 00
St. Hyacinthe	St. Hyacinthe	1,231 80	153	2,944 15	19 88	753 76	8 19	9 27	344 00		
St. Chrysostome	Chateaugay	632 99	446	8,308 45	55 82	1,542 89	21 92	42 93	230 00		
St. Croix	Lothbiniere	453 63	186	3,510 05	28 68	6,346 93	17 76		160 00		
St. Cunegonde	Hochelega	4,153 14	498	4,852 79	49 35	1,206 35	13 53		790 00		120 00
St. Outibart	Berthier	315 56	551	25,598 75	136 04	1,708 79	68 40	25	160 00		
St. David Yamaska	Yamaska	463 78	29	840 35	7 04	1,386 17	5 17		180 00	10 00	
St. Denis, River Richelieu	St. Hyacinthe	470 31	109	1,349 16	11 77	971 18	4 09	3 42	200 00	16 00	
St. Denis St., Montreal	St. Lawrence	5,839 77	483	5,346 82	54 92	596 37	14 20	02	246 60		
St. Dorothée	Laval	82 04	101	1,840 24	12 34	21 95	4 59		44 00		
St. Eustache	Two Mountains	658 53	205	4,514 81	29 75	3,065 70	12 32		258 00	16 00	
St. Felix de Valois	Joliette	352 54	153	3,457 02	24 39	2,253 71	12 46		150 00	20 00	
*St. Fidele	Charlevoix	69 15	1	5	05				24 00		
St. Flavie Station	Rimouski	2,871 94	185	2,871 94	20 59	933 07	8 16	25 51	380 00	16 00	40 00
St. Francois, Beauce	Beauce	346 43	80	967 14	9 01	1,231 51	3 35		160 00		
St. Gabriel de Brandon	Berthier	660 04	126	3,175 76	21 96	2,189 41	11 28		236 00	20 00	
St. Gabriel de Montreal	Hochelega	1,405 82	160	2,096 44	19 59	99 00	5 28		412 00		40 00
St. Genevieve de Batiscan	Champlain	630 58	135	2,593 57	25 03	1,340 19	8 59	93	220 00	30 00	
St. George, East	Beauce	775 65	124	2,958 48	20 51	1,300 06	7 96	17 56	268 00		
St. Gertrude	Nicolet	289 69	45	1,173 66	7 01	1,087 25	5 17		120 00	4 00	
St. Gregoire	do	563 01	88	784 67	6 90	2,067 88	6 46		244 00	15 00	
St. Henri de Montreal	Hochelega	2,849 05	385	5,130 02	50 65	3,510 61	15 04	14 42	600 00		
St. Hilarion	Charlevoix	158 47	80	989 14	6 53	875 69	3 60		72 00		
St. Hyacinthe	St. Hyacinthe	9,092 98	1,817	18,806 28	169 55	19,820 98	66 27	11 77	2,000 00	224 00	
St. Jacques	Montcalm	395 50	200	4,169 50	25 18	4,660 82	10 57		1,168 00		
St. Jean-Bte., de Mont.	Mausoncuve	3,495 13	320	4,279 54	40 50	1,098 89	11 72		630 00		80 00
St. Jean des Chailons	Lotbiniere	446 87	370	8,528 17	57 39	3,820 45	22 60		160 00	10 00	
St. Jerome	Terrebonne	2,073 76	789	9,662 01	73 10	9,023 58	28 77	28 65	572 00	24 00	
St. John's, East	St. John's & Iberville	5,005 53	1,221	10,749 56	93 18	15,694 16	26 62	43 69	1,284 50	80 00	

Post Office Department.

St. John Suburb, (Que.)	Quebec	4,522 25	1,285	12,355 35	108 50	932 30	31 19	5 17	1,125 00	500 00
St. Joseph de Beauce	Beauce	1,233 85	40	249 51	2 07	625 65	1 28	1 74	380 00	20 00
St. Jovite	Terrebonne	7,48 46	106	2,189 06	13 33	610 33	5 63		264 00	
St. Julie	Montcalin	251 09	265	4,303 86	29 52	1,451 62	11 53		104 00	
St. Justin	Maskinonge	422 83	140	2,431 90	17 81	257 54	6 40		160 00	
St. Lawrence St. Centre	St. Lawrence	4,202 29	796	7,375 79	86 54	269 22	20 36		308 25	
St. Martine	Chateaugay	665 97	124	2,153 01	14 44	809 04	5 68		230 00	
St. Patrick's Hill	Arthabaska	387 46	222	3,088 40	24 35	1,120 96	9 60	6 61	150 00	
St. Paul's Bay	Charlevoix	727 13	812	17,126 04	106 10	11,912 39	64 47		340 00	40 00
†St. Philippe d'Argen-										
teuil	Argenteuil	320 14	146	2,167 58	13 77	55 55	5 42	52	132 00	
St. Pie	Rouville	421 73	233	2,077 38	18 11	1,655 53	7 94		176 00	16 00
St. Polycarpe	Soulanges	375 81	236	3,572 21	22 17	448 00	9 46		168 00	22 00
St. Raymond	Pononeuf	718 89	279	3,503 18	34 44	736 40	13 96	7 86	276 00	
St. Remi	Laprairie and Napier-ville									
St. Roch de Quebec	Quebec City, East	704 02	516	8,015 08	62 17	1,917 95	22 26		280 00	32 00
St. Sauveur de do	do	8,432 91	1,384	26,708 63	241 67	10,428 56	72 90	63 32	1,560 00	700 00
St. Scholastique	Two Mountains	2,173 85	260	3,423 89	33 82	1,292 38	9 72		700 00	405 00
St. Sylvester, East	Lotbiniere	927 26	394	7,483 98	46 09	3,297 40	19 17	36 11	354 00	40 00
St. Therese de Blain-ville		343 80	99	3,041 25	22 12	1,135 97	10 08		130 00	
St. Tite	Terrebonne	939 81	419	6,825 84	45 76	3,273 86	20 34	8 92	360 00	40 00
St. Vincent de Paul	Champlain	655 90	98	1,539 43	11 38	260 50	4 25		236 00	12 00
Sawyerville	Laval	479 73	49	871 53	8 26	466 77	2 28		190 00	
Scotstown	Compton	894 99	225	4,422 65	29 61	454 70	11 15	4 48	300 00	10 00
Shawville	do	969 64	407	4,271 78	38 23	2,020 32	15 38	12 45	320 00	20 00
Sherbrooke	Pontiac	1,188 00	547	7,771 21	55 66	2,047 52	20 64	22 65	400 00	40 00
Sorel	Sherbrooke	17,144 47	2,132	18,367 91	170 04	30,842 29	32 54		750 00	200 00
South Durham	Richelieu	2,263 36	151	10,394 23	76 57	15,509 73	48 81	10 98	228 00	12 00
Stanford	Drummond	689 02	135	1,706 21	13 11	502 84	4 81		220 00	60 00
Stanstead	Arthabaska	1,263 15	113	1,778 85	13 84	1,437 29	7 82	2 22	420 00	60 00
Sutton	Stanstead	1,400 93	472	2,959 43	38 29	3,467 62	8 87	2 75	500 00	80 00
Sweetsburg	Brome	1,079 25	460	4,080 90	38 79	1,583 89	11 67	39 90	396 00	40 00
Terrebonne	Missisquoi	666 40	350	4,881 69	34 89	1,542 00	13 45		292 00	40 00
Theford Mines	Terrebonne	1,225 90	379	6,289 62	43 71	6,944 43	17 26	7 99	400 00	40 00
Three Rivers	Megantic	1,808 55	130	2,013 75	15 54	659 69	5 60		420 00	60 00
Thurso	Three Rivers and St. Maurice	7,242 46	1,435	14,429 89	126 03	17,309 00	51 67	12 50	1,800 00	420 00
Trois Pistoles	Labelle	972 42	624	5,517 29	44 31	1,214 71	14 51	7 52	360 00	20 00
Uxverton	Tamiscouata	1,248 78	450	11,124 92	66 63	2,548 10	31 62	6 39	414 00	40 00
Valleyfield	Drummond	560 08	102	1,753 56	13 07	1,602 65	4 79		180 00	
Victoriaville	Beauharnois	3,769 79	995	10,117 32	87 67	5,352 77	29 32	10 48	980 00	44 00
Warwick	Arthabaska	1,735 87	314	2,629 03	22 08	2,741 07	8 28	50	560 00	80 00
Waterloo, East	do	863 96	92	720 94	5 85	1,883 47	5 11		326 00	40 00
Westmount	Shefford	2,717 90	1,664	14,302 92	119 53	9,272 67	42 61	19 77	780 00	6 00
	Hochelega	2,480 39	821	7,379 69	76 54	1,869 67	19 91	8 09	360 00	120 00

*Salary, &c., entered in Auditor General's Report.

†Accounting from 1st January, 1877.

*Non-accounting from 31st August, 1896.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com- pensation paid to Post- masters on M.O. business.	Cum- pensation paid to Post- masters on S.B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Windsor Mills	Richmond	1,960 21	620	8,299 10	68 71	2,226 99	22 32	24 64	580 00	8 00	80 00
Yamachiche	Three Rivers and St. Maurice	822 24	232	2,823 25	19 08	1,192 42	9 37	11 26	330 00	32 00	40 00
Non-Accounting Post Offices		195,816 40							76,288 91	4,239 50	320 00
Total		897,798 53	127,095	1,608,768 88	13,745 44	1,852,238 55	3,593 86	2,464 80	154,322 63	9,915 66	6,650 00

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

Post Office Department.

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in Operation ; the gross Postal Revenue ; the number and Amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.		Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on business.		Com-pensation paid to Post-masters on S. B. business.		Salary.		Forward Allowance.		Allowance towards Rents, Fuel and Light.	
		\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Acadia Mines	Colchester	1,534	56	1,079	10,242	63	86	15	5,943	08	33	70	480	00	24	00	60	00		
Advecate Harbour	Cumberland	478	71	386	4,677	00	33	98	1,949	36	13	80	160	00	26	17				
Amherst	do	8,010	60	2,385	19,088	08	165	07	51,407	18	58	65	1,880	00	100	00				
Annapolis	Annapolis	2,607	48	1,763	17,176	42	143	42	11,589	82	50	86	770	00	155	32				
Antigonishe	Antigonishe	3,592	14	1,561	17,179	26	140	43	53,127	02	109	75	940	00	300	00				
Arichat	Richmond	824	31	1,240	28,030	33	180	61	17,558	75	97	85	364	00	36	00				
Athol	Cumberland	137	69	123	1,697	34	10	90	254	72	4	04	68	00	8	00				
Auburn	King's	369	97	242	2,030	55	23	22	858	53	8	00	132	00						
Aylesford	do	749	41	752	8,913	74	68	79	4,290	98	27	92	292	00	30	00				
Baddock	Victoria	1,226	54	765	9,279	05	69	98	11,639	20	45	29	432	00	71	66				
Bailey's Brook	Pictou	162	02	14	85	43	1	33	409	50	95		50	00						
Barrington	Shelburne & Queen's	656	09	632	7,945	80	59	52	6,855	30	30	15	310	00	240	00				
Bass River	Colchester	535	45	329	4,039	46	32	23	2,816	84	13	90	188	00	2	00				
Bayfield	Antigonishe	153	26	111	1,140	39	8	54	1,783	60	5	29	60	00						
Bear River (West Side)	Digby	1,193	37	917	11,772	12	85	28	4,751	54	35	65	390	00	2	00	40	00		
Berwick	King's	1,437	86	925	13,192	70	107	99	11,422	51	47	53	430	00	50	00	60	00		
Bill Town	do	531	93	111	993	28	9	60	553	68	2	95	200	00	16	00				
Boylston	Guy'sborough	234	22	169	2,694	65	18	04	1,747	94	9	73	84	00	10	00				
Bridgport	Cape Breton	300	81	469	7,505	79	56	93	438	22	19	35	150	00						
Bridgetown	Annapolis	2,244	00	1,644	18,686	72	150	22	12,660	03	55	70	600	00	30	00	80	00		
Bridgewater	Pictou	493	04	379	5,039	74	38	27	1,158	11	14	59	192	00						
Bridgewater	Lunenburg	3,025	18	2,270	26,043	26	205	46	15,050	48	82	14	840	00	140	00	120	00		
Broad Cove Chapel	Inverness	66	83	26	777	72	4	82	575	20	2	42	24	00	2	00				
Brocklyn (Queens)	Shelburne & Queen's	187	33	223	2,586	70	21	93	1,007	65	8	28	61	00						
Caledonia Corner	do	454	39	598	9,769	23	69	92	4,308	09	30	85	220	00	66	67				
* Cambridge Station	King's	503	43	82	681	41	5	69	255	38	1	89	156	00	2	00				
Canning	do	1,173	30	892	9,194	74	71	87	6,092	36	32	14	400	00	33	00	40	00		

* Accounting from 1st October, 1896.

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

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid masters on M.O. business.	Com-pensation paid to Post-masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Canso	Guysborough.	1,262 70	2,832	32,255 32	256 81	5,586 61	83 42	11 14	502 00	44 00	60 00
Chesley's Corners	Lunenburg.	411 88	211	3,632 66	26 55	2,422 24	11 90		120 00	24 00	
Chester	do	841 15	477	8,293 45	61 04	4,423 86	25 50	6 64	260 00	24 00	
Cheticamp Chapel.	Inverness	17 98	151	4,976 52	28 43	2,071 33	14 66		22 00		
Cheverie.	Hants	328 39	213	2,268 02	18 88	2,313 39	9 56		100 00	10 00	
Christmas Island.	Cape Breton	138 46	94	1,589 04	10 51	742 24	4 33		48 00	10 00	
Clarence.	Annapolis	89 09	112	2,013 56	13 81	396 09	2 31		40 00		
Clarke's Harbour.	Shelburne & Queen's.	540 80	554	8,745 14	69 47	1,252 66	5 39		144 00	6 00	
Clamensport.	Annapolis	344 04	230	2,106 85	17 80	2,285 80	8 01		140 00	10 00	
Cleveland	Richmond	197 47	76	787 54	5 18	717 97	2 95		80 00	16 00	
Clyde River	Shelburne & Queen's.	205 19	155	2,272 50	16 13	1,186 39	7 69		80 00	16 00	
Cross Roads (C.H.)	Guysborough	726 97	159	7,027 46	37 98	1,758 60	18 40		244 00	30 00	
Dartmouth	Halifax	3,128 70	872	9,719 91	90 54	5,083 65	30 95	11 22	869 00	10 34	
Descouse.	Richmond	282 13	166	3,992 50	24 34	8,252 84	26 11		130 00	4 00	
Digby	Richmond	2,816 28	1,703	19,127 89	153 07	14,524 00	64 33	48 81	760 00	130 00	120 00
Doctor's Cove.	Digby	144 38	93	1,176 11	7 47	835 00	4 95		52 00		
East Southampton.	Shelburne & Queen's.	65 55	30	329 49	2 01	255 09	8 24		24 00	6 00	
Economy.	Cumberland	378 90	174	2,096 69	16 47	1,493 54	8 24	58	200 00		
English Town.	Victoria	195 87	82	792 09	5 69	3,259 21	7 93		80 00	20 00	
Eureka.	Victoria	606 36	386	3,920 67	34 11	829 11	10 20		220 00		
Ferry Landing	Pictou	86 28	7	132 34	74	80 70	51		28 00	2 34	
Five Islands.	Victoria	272 87	355	5,362 16	39 06	1,727 72	16 94		120 00		
Folly Village.	do	341 89	158	2,060 45	16 90	916 76	6 06		120 00		
Freeport.	Colchester	273 02	201	3,806 25	25 40	966 15	10 21		96 00	4 00	
Frizleton.	Digby	118 37	112	1,119 62	8 39	2,700 26	5 72		40 00		
Gabarouse.	Inverness.	138 85	86	1,846 33	11 28	1,870 41	5 62		56 00	12 00	
Gottingen St. (Halifax)	Frizleton	74	1,230	13,928 51	136 56	374 87	34 21		240 00		
Grand Etang	Cape Breton	102 93	104	1,499 35	9 83	352 64	4 58		44 00		
Grand Pré.	Halifax	384 12	258	4,139 69	30 89	2,128 93	12 40		140 00	2 00	
Granville Centre	King's.	98 60	105	2,437 76	14 46	338 24	6 20		44 00		
Great Village.	Annapolis	883 14	590	6,725 61	50 20	1,813 94	18 58		260 00	36 00	40 00
Guysborough.	do	815 24	425	4,937 19	42 71	4,250 52	16 54	6 21	320 00	160 00	40 00
Halifax.	Colchester	1,211 67	989	12,787 25	89 50	10,063 59	43 01		460 00	200 00	40 00
Hantsport.	Guysborough	72,677 38	10,566	1,266 21	1,266 21	473,665 16	38 16	13 19	390 00	12 00	40 00
Harbour au Bouche.	Halifax.	956 84	955	12,296 64	53 57	5,308 55	25 29		100 00	2 00	
	Antigonish	242 71	348	5,378 35	35 48	5,850 17	25 29				

Post Office Department.

Hebron	509 66	281	2,255 27	24 58	1,776 65	7 02	260 00
Hopewell	649 21	275	2,849 82	24 17	2,599 74	10 87	236 00
Hubbard's Cove	445 96	160	1,732 09	12 40	3,153 28	6 08	164 00
* Ingonish	92 81	2	7 75	0 08			58 00
do	649 57	42		4 41	128 91	1 84	54 00
Isaac's Harbour	312 02	247	5,291 44	34 77	1,273 35	14 49	146 00
Joggan Mines	963 99	738	8,197 89	64 75	1,250 81	21 03	340 00
Kennetcook	267 90	779	3,343 30	28 10	1,525 49	11 12	100 00
Kenville	4,659 62	2,219	23,456 03	197 23	18,127 04	69 20	1,110 00
do	305 50	293	2,752 43	20 81	925 37	7 86	88 00
Kingston Station	694 52	613	7,569 96	62 05	5,513 17	24 70	288 00
† Larry's River	169 78	1	70 00	0 40	9 00	0 17	34 00
Lawrencetown	854 94	614	7,435 11	58 53	4,842 91	20 17	260 00
Lingan	73 12	30	891 39	5 42	566 37	2 89	30 00
Little Bras d'Or	240 92	185	3,352 91	21 50	1,425 46	10 89	106 00
Little Glace Bay	1,780 30	1,580	20,653 27	149 77	2,972 88	53 56	520 00
Liverpool	2,202 06	1,840	20,394 40	167 47	10,675 02	63 56	680 00
Lochaber	472 59	75	3,485 91	18 50	1,681 27	11 80	100 00
Lockport	660 16	1,177	11,991 66	90 15	2,301 36	35 62	310 00
Louisbourg	666 44	1,173	14,404 58	89 92	4,362 82	38 65	200 00
Lower Argyle	270 10	97	1,758 71	14 00	2,152 08	7 49	114 00
Lower L'Ancoise	143 51	208	4,588 23	28 71	1,588 22	12 57	56 00
Lower Stewiacke	917 03	526	6,845 73	48 88	5,125 31	22 87	340 00
Lunenburg	2,677 72	1,863	24,221 11	194 16	8,797 55	65 05	752 00
McGray	115 14	156	2,842 64	19 37	357 81	7 71	36 00
McMahon	516 77	682	12,102 58	77 07	6,267 31	39 16	280 00
Maccan	349 09	149	2,207 30	18 29	4,531 84	5 94	170 00
Mahone Bay	1,157 69	1,100	19,542 61	127 07	4,668 87	55 08	380 00
Main-a-Dieu	151 78	192	3,400 46	22 99	888 54	9 07	64 00
Maitland (Hants)	781 91	894	9,166 55	68 38	8,213 38	37 01	380 00
Margaree Harbour	319 47	116	2,164 06	13 06	6,486 80	15 69	116 00
Margaretsville	280 78	204	2,576 36	17 04	1,401 96	9 31	96 00
Merigonishe	288 48	210	3,679 53	24 72	1,285 90	10 96	105 00
Metaghan	220 34	439	9,851 37	60 90	2,997 20	28 54	84 00
Middle Musquodobit	635 09	231	4,234 43	31 96	6,133 69	20 65	220 00
Middle Stewiacke	141 08	64	524 29	3 92	611 39	2 01	50 00
Middleton	2,161 42	1,172	14,947 82	114 29	26,096 50	46 13	600 00
Mill Village	319 72	199	2,131 10	15 93	1,384 38	7 88	154 00
Milton	610 14	642	5,727 87	50 38	2,584 74	15 99	220 00
do		642	7,993 22	96 02	104 50	20 01	240 00
Morris St. (Halifax)	349 15	950	318 32	2 32	504 50	1 07	152 00
New Campbellton	7,000 82	30	36,934 99	314 41	34,507 90	129 22	1,730 00
New Glasgow	827 63	383	4,680 38	35 48	4,203 17	17 42	300 00
Newport	179 14	158	1,521 43	12 45	1,117 62	5 67	72 00
Newport Landing	466 99	408	5,714 12	15 22	1,460 23	15 22	160 00
New Ross	180 51	345	5,033 56	35 89	3,68 44	12 88	76 00
New Victoria	213 38	26	260 42	1 93	8 12	0 65	96 00
SNictaux Falls	258 68	390	4,514 75	32 57	2,453 27	13 79	88 00
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* Accounting from 1st April, 1897. † Non-accounting from 1st January, 1897. ‡ Accounting from 1st May, 1897. § Salary, &c., entered in Auditor General's Report.

Post Office Department.

Springfield	226 78	185	2,965 88	20 93	920 67	8 23	76 00	8 00	120 00
Springhill	2,735 40	2,487	25,302 69	208 27	7,188 20	68 90	820 00	6 00	80 00
Stellarton	1,749 08	1,378	15,155 79	116 37	13,681 20	47 31	565 00	12 00	360 00
Strathlorne	158 99	113	2,041 32	13 66	1,784 96	8 85	1,120 00	2 00	40 00
Cape Breton	4,159 52	1,669	22,995 48	173 69	18,081 65	71 31	244 00	44 00	8 33
Sydney Mines	6,554 44	508	5,062 62	42 37	1,433 52	15 07	340 00	2 00	128 00
Tatamagouche	902 18	749	8,057 85	22 65	10,097 24	36 51	56 00	2 00	131 00
Thorburn	308 20	220	3,246 24	22 65	775 79	9 36	320 00	14 00	40 00
Tidnish	157 65	140	924 08	8 16	253 36	2 67	144 00	16 00	36 00
Cumberland	190 53	154	3,013 53	18 96	2,788 14	12 69	108 00	16 00	40 00
Tracadie	1,119 34	350	3,495 90	31 17	352 82	8 97	2,400 00	55 00	14 00
Trenton	11,817 14	3,511	38,180 68	334 74	83,961 86	132 25	124 00	14 00	16 00
Truro	249 01	333	4,720 97	36 71	4,496 71	21 84	140 00	36 00	16 00
Tusket	237 66	472	13,239 21	78 63	1,450 90	34 56	390 00	16 00	40 00
Upper Musquodoboit	420 30	258	3,464 14	27 79	5,511 65	18 17	108 00	2 00	40 00
Upper Stewiacke	1,116 04	531	7,337 75	50 97	7,170 06	27 41	344 00	16 00	16 00
Wallace	268 19	162	2,549 93	17 86	2,571 20	9 42	189 00	16 00	180 00
Walton	693 25	506	7,292 31	57 86	2,976 39	21 78	255 00	14 00	14 00
Waterville	406 51	201	2,978 55	19 46	2,255 72	10 94	255 00	14 00	14 00
West Bay	485 14	449	7,755 35	52 98	534 50	20 11	530 00	14 00	80 00
Westport	710 65	758	16,086 38	94 94	2,057 84	41 13	420 00	18 67	60 00
West River, Sheet Har- bour	1,764 08	1,869	20,494 93	162 82	10,383 18	65 94	276 00	56 00	68 00
Westville	341 79	300	3,790 05	29 32	3,012 79	14 00	68 00	20 00	1,490 00
Weymouth	1,434 92	648	9,377 38	71 24	5,403 40	28 84	76 00	48 00	400 00
Weymouth Bridge	156 75	66	1,633 28	9 42	375 18	4 07	2,440 00	400 00	1,849 62
Whitehead	724 36	292	5,305 41	33 62	5,948 93	23 97	87 06	1,849 62	8,171 95
Whycocomagh	141 20	59	460 76	4 86	568 81	2 14	1,490 00	20 00	87,911 68
Wilmot	6,063 15	2,535	26,902 05	230 94	27,814 54	87 06	960 00	48 00	2,440 00
Windsor	271 20	67	1,569 44	9 36	436 50	3 92	2,440 00	400 00	35,316 68
Wine Harbour	3,526 69	2,102	20,713 99	191 70	21,508 50	62 53	87,911 68	8,171 95	2,492 76
Wolfville	10,204 63	2,887	32,134 67	270 54	49,267 10	117 24	1,849 62	1,849 62	8,171 95
Yarmouth	74,219 26	118,035	1,507,576 59	11,758 69	1,463,799 98	4,414 15	87,911 68	8,171 95	2,492 76
Yarmouth Post Offices									
Total									

* Accounting from 1st October 1896.

§ Non-accounting from 1st April, 1897.

| Closed 1st April, 1897.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmaster on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel, and Light.
		\$ cts.		\$ cts.	% cts.	\$ cts.	% cts.	% cts.	\$ cts.	\$ cts.	\$ cts.
Albert.....	Albert.....	693 43	935	12,368 41	90 64	3,481 40	33 98		278 00	50 00	
Alma.....	do.....	395 54	346	3,957 10	28 75	1,386 62	10 32		120 00		
Andover.....	King's.....	111 09	254	3,789 24	25 08	2,106 69	10 17		50 00	10 00	
Apoahqui.....	Victoria.....	716 87	611	9,361 60	63 40	2,945 88	25 35	5 89	260 00	20 00	
Avondale.....	King's.....	360 34	240	2,680 64	23 93	1,987 06	9 57		132 00	68 00	
Baie Verte.....	Carleton.....	151 93	154	3,515 43	23 54	22 95	8 79		36 00		
*Baas River.....	Westmoreland.....	313 30	432	6,324 37	49 21	1,619 08	16 64		135 00	28 00	
Bathurst.....	Kent.....	194 45	55	853 39	4 97	76 48	2 13		88 00	20 00	
Bathurst Village.....	Gloucester.....	2,215 17	1,105	14,352 57	104 34	15,149 18	39 23	41 75	780 00	200 00	
Bay du Vin.....	do.....	824 89	621	8,793 40	57 71	1,245 73	22 77		280 00	10 00	
Bayfield.....	Northumberland.....	124 55	38	502 09	3 59	35 00	1 25		56 00	2 00	
Blackville.....	Westmoreland.....	285 15	616	13,900 78	87 31	515 21	35 01	6 93	116 00		
Bristol.....	Northumberland.....	524 70	372	3,675 31	28 83	388 46	9 78	0 12	156 00	12 00	
Bucouche.....	Carleton.....	546 96	257	3,432 40	25 12	765 59	9 32	7 82	220 00	44 00	
Butternut Ridge.....	King's.....	864 99	548	9,062 41	61 71	5,413 89	29 29	1 87	328 00	36 00	40 00
1-Campbellton.....	King's.....	441 04	441	6,983 40	48 87	2,085 38	18 69		130 00	12 00	
Campo Bello.....	Restigouche.....	3,377 86	2,408	31,532 42	237 91	7,376 50	82 07	26 64	840 00	100 00	120 00
Canterbury Station.....	Charlotte.....	150 48	150	2,083 14	14 42	351 97	5 32		48 00		
Cape Bald.....	York.....	578 61	510	4,357 58	33 11	662 56	11 26		250 00	8 00	
Carquet.....	Westmoreland.....	146 93	274	4,885 72	30 83	847 35	12 58		60 00		
Centreville.....	Gloucester.....	665 21	672	13,472 85	86 92	2,570 28	35 24	4 40	240 00	52 00	
Chatham.....	Carleton.....	837 11	458	7,278 86	51 50	2,984 81	24 25	0 12	300 00	14 00	
Chipman.....	Northumberland.....	5,247 86	3,445	44,964 58	346 31	13,416 38	24 73		1,123 11		
Clifton.....	Sunbury & Queen's.....	410 24	277	4,250 89	29 67	1,086 68	11 53	0 22	1,320 00	18 00	
Cocagne.....	King's.....	108 47	130	2,284 90	16 30	346 95	6 22		50 00	34 00	
Collins.....	King's.....	270 39	138	1,684 48	11 42	1,980 13	6 40		110 00	16 00	
Dalhousie.....	King's.....	121 95	64	1,189 95	7 26	60 45	3 03		114 00		
	Restigouche.....	1,437 73	825	16,918 24	112 63	3,797 40	43 68		450 00	40 00	

Post Office Department.

Debec.....	286 31	1,771 96	13 53	626 50	5 18	128 00	20 00
Carleton.....	1,919 49	11,736 07	94 08	7,405 36	33 92	620 00	16 00
Westmoreland.....	311 87	5,988 05	39 46	488 88	15 23	100 00	80 00
Durhamville.....	983 77	5,764 84	44 78	1,701 47	4 20	393 00	64 00
Victoria.....	270 42	1,677 07	11 99	243 90	0 41	100 00	16 00
Restigouche.....	416 82	6,806 24	50 08	3,019 20	18 73	150 00	16 00
Eel River Crossing.....	766 89	4,049 38	34 87	1,511 92	11 62	270 00	16 00
Elgin.....	360 70	4,676 97	34 38	1,381 31	12 33	124 00	16 00
St. John.....	2,559 93	24,698 98	223 83	47,330 03	4 47	100 00	8 00
Florenceville.....	13,479 31	457 78	4 47	1,171 89	2 39	176 00	48 00
Fredericton.....	701 91	4,918 49	34 43	2,310 23	12 78	100 00	4 00
Fredericton Junction.....	479 02	322 84	16	2,003 69	0 06	96 00	6 00
Gagetown.....	288 55	7,188 15	49 04	2,050 32	19 22	276 00	60 00
*Grande Anee.....	888 03	8,127 14	58 54	731 74	21 41	215 00	30 00
Victoria.....	486 49	2,761 46	17 82	3,526 45	7 74	40 00	40 00
Grand Falls.....	100 73	5,974 16	46 80	2,319 23	18 60	172 00	10 00
Grand Manan.....	574 00	15,784 75	101 54	9,959 32	41 29	360 00	40 00
Hampstead.....	889	7,231 52	55 67	1,405 82	20 38	320 00	30 00
Hamport.....	1,229 52	6,164 18	42 04	1,102 87	17 04	245 00	10 00
Harcourt.....	1,006 68	1,947 22	14 19	4,492 95	56 28	320 00	10 00
Hartland.....	175 11	19,746 33	154 96	2,744 48	250 00	132 00	12 00
Harvey Station.....	418 35	5,003 53	40 63	384 38	2 74	64 00	80 00
Hillsborough.....	939 15	991 48	7 25	3,353 11	16 11	440 00	12 00
Hopewell Cape.....	457 24	5,783 80	45 87	20 92	20 45	28 00	80 00
Sunbury & Queen's.....	165 60	1,964 87	13 26	532 29	4 91	52 00	4 00
Hoyt Station.....	1,328 19	1,588 80	12 75	204 74	4 25	76 00	6 00
St. John.....	110 39	2,010 34	13 68	9,751 17	5 23	36 00	10 00
Indian Town.....	132 32	15,084 86	107 36	310 93	44 37	428 00	24 00
Inkerman.....	85 07	364 28	2 61	219 56	0 98	48 00	2 00
Jacksonville.....	1,173 46	1,048 50	8 35	656 69	2 83	28 00	4 00
Kingsclear.....	105 95	588 49	4 94	421 06	1 84	76 00	6 00
Kingston, Kent.....	217 51	565 08	4 74	111 63	2 21	88 00	10 00
Kingston, Kings.....	78 51	2,492 94	22 42	72 29	6 23	250 00	45 00
Kintore.....	99 99	93 37	0 80	6,095 25	0 39	36 00	14 00
Konchibouguac.....	221 52	2,026 06	15 77	6,000 00	11 53	108 00	14 00
Lepreaux.....	598 46	2,166 73	16 94	6,090 30	18 17	200 00	2 00
McAidan Junction.....	64 31	6,968 55	52 28	1,431 86	7 48	132 00	2 00
Markhamville.....	282 10	2,877 52	23 09	748 04	4 76	148 00	40 00
Memramcook.....	544 30	1,820 80	13 43	57,258 55	156 32	2,800 00	100 00
Middle Sackville.....	441 03	2,807 74	44 45	1,672 35	9 58	240 00	100 00
Millerton.....	811 04	14,798 37	121 77	11,346 02	1 18	705 40	10 00
Millville.....	441 51	53,045 48	443 45	829 91	3 62	196 00	40 00
Moncton.....	158 36	2,807 74	19 97	1,532 38	8 76	170 00	40 00
Narrows.....	1367	14,798 37	121 77	1,500 33	3 94	24 00	48 00
Newcastle.....	3,515 27	1,408 76	9 79	1,834 60	4 70	196 00	78 00
New Mills.....	502 24	2,926 01	20 81	3,573 01	13 09	140 00	8 00
Norton Station.....	444 56	1,419 37	10 46	28 17	9 55	108 00	8 00
Oak Point.....	76 29	1,586 74	12 75	1,834 60	13 09	196 00	78 00
Oromocto.....	411 89	4,502 47	38 34	28 17	9 55	108 00	8 00
Ossesbeag.....	679 49	3,573 81	28 17	28 17	9 55	108 00	8 00
Penobscag.....	277 39	3,573 81	28 17	28 17	9 55	108 00	8 00

† Money order business suspended from 3rd to 15th June, 1897. * Accounting from 1st April, 1897. † Accounting from 1st October, 1896. § Non-accounting from 1st April, 1897. ¶ Salary, &c., entered in Auditor General's Report.

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick.—*Concluded.*

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pen-sation paid to Post-masters on M. O. business.	Com-pen-sation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
*Perth Centre.....	Victoria.....	733 20	24	534 20	2 86	55 00	1 33	.....	248 00	40 00	.....
Petitcodiac.....	Westmoreland.....	1,450 46	1,102	24,254 02	150 97	4,604 16	65 57	1 28	530 00	90 00	80 00
Petit Rocher.....	Gloucester.....	442 63	325	4,468 99	28 86	776 09	11 33	.....	150 00	.....	.....
Port Elgin.....	Westmoreland.....	775 01	440	6,379 61	49 29	2,364 73	17 43	.....	270 00	30 00	.....
Renous Bridge.....	Northumberland.....	100 75	94	2,067 27	12 52	4 50	5 16	.....	24 00	4 00	.....
Richibucto.....	Kent.....	940 65	973	14,562 66	97 26	4,904 77	40 85	19 84	350 00	40 00	40 00
Richmond Corner.....	Carleton.....	87 45	79	311 15	4 92	161 39	0 77	.....	40 00	8 00	.....
River Charlo.....	Restigouche.....	278 96	250	1,938 68	15 43	216 83	5 01	.....	104 00	8 00	.....
River Louison.....	do.....	129 68	262	4,282 36	28 13	228 81	10 87	.....	60 00	6 00	.....
Rockland.....	Westmoreland.....	163 21	66	339 18	3 56	730 21	1 28	.....	48 00	.....	.....
Rogersville.....	Northumberland.....	492 75	302	5,118 31	31 56	920 60	13 15	.....	180 00	.....	.....
Rothessy.....	King's.....	838 46	267	3,385 23	26 28	1,219 64	10 35	1 09	300 00	24 00	.....
St. Andrew's.....	Charlotte.....	2,001 14	864	7,606 08	71 54	5,594 88	24 41	11 68	800 00	20 00	125 00
St. George.....	do.....	1,300 83	1,014	14,539 06	165 96	5,160 84	40 74	6 24	462 00	.....	40 00
St. John.....	St. John.....	56,918 12	8,829	104,937 10	932 21	391,381 42	.....	.....	**	.....	.....
†St. John North.....	do.....	2,377 33	634	7,056 56	66 70	811 94	18 38	2 46	500 00	.....	.....
†St. John West.....	do.....	1,265 13	529	6,658 93	58 69	3,369 70	20 17	5 25	500 00	.....	.....
St. Martin's.....	do.....	1,700 72	456	5,867 80	45 57	18 28	18 28	11 07	280 00	24 00	.....
St. Mary's.....	Kent.....	91 71	69	1,288 53	8 13	454 97	3 94	.....	40 00	.....	.....
St. Stephen.....	Charlotte.....	7,530 41	1,929	18,372 35	151 80	13,988 96	53 63	120 94	1,600 00	240 00	.....
Sackville.....	Westmoreland.....	3,948 83	1,856	17,234 19	140 46	28,067 78	55 53	39 78	1,000 00	110 00	425 00
Salisbury.....	do.....	583 29	461	5,413 55	41 88	3,057 44	15 96	12 97	220 00	24 00	.....
Shediac.....	do.....	1,971 60	1,194	14,000 23	104 94	9,964 44	42 49	5 47	610 00	156 00	100 00
Sheffield.....	Sunbury & Queen's.....	1,116 87	296	5,947 73	36 55	1,199 96	15 15	.....	186 00	.....	.....
Shippigan.....	Gloucester.....	282 66	196	3,772 67	25 81	365 16	9 55	.....	88 00	20 00	.....
Springfield.....	King's.....	166 86	191	3,663 24	26 87	1,607 59	11 26	.....	90 00	48 00	.....
Stanley.....	York.....	432 15	242	3,959 46	26 40	603 92	10 61	.....	150 00	.....	.....
Sussex Vale.....	King's.....	3,074 94	1,500	14,873 57	126 67	16,974 65	46 15	100 75	800 00	100 00	.....
Tracadie.....	Gloucester.....	525 01	344	6,384 53	41 48	805 69	16 19	.....	200 00	6 00	.....
Upham.....	King's.....	43 50	54	961 39	6 77	391 19	3 03	.....	17 50	.....	.....
Upham (late Upham Station)	do.....	100 03	10	392 52	1 92	.....	.....	.....	40 00	.....	.....
Upper Gagetown.....	Sunbury & Queen's.....	148 32	154	2,097 87	15 15	904 53	5 51	.....	48 00	.....	.....
Upper Pockmonche.....	Gloucester.....	178 33	80	1,235 89	7 80	74 44	3 12	.....	64 00	.....	.....
Welsford.....	Sunbury & Queen's.....	596 93	137	1,817 34	14 32	1,032 87	5 02	.....	205 00	24 00	.....
Westfield.....	King's.....	135 63	87	1,003 07	7 81	320 69	2 51	.....	60 00	40 00	.....

Post Office Department.

Woodstock.....	Carleton.....	6,158 06	2,784	25,948 90	231 30	24,354 13	75 13	1,420 00	400 00	.....
Non-Accounting Post-Offices.....		45,344 97						22,205 49	484 00	80 00
Total.....		210,805 91	68,203	868,230 70	6,692 03	798,708 69	1,919 21	52,620 50	3,617 73	1,410 00

§ Accounting from 16th May, 1897. ¶ Closed 15th May, 1897. ** Salary, &c., entered in Auditor General's Report.
 † Late Portland. ‡ Late Carleton. * Accounting from 1st April, 1887.

W. J. JOHNSTONE,
 Accountant.

R. M. COULTER,
 Deputy Postmaster General.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public	Total Amount of Money Orders paid.	Compensation paid Postmasters on M.O. business.	Compensation paid Postmasters on S.B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Alberton.	Prince, West.	1,121	34	9,286	06	7,669	33	38	31	438	00
Belfast.	Queen's East.	291	50	2,107	27	247	06	5	69	110	00
Cardigan Bridge.	King's.	449	79	1,427	92	2,379	88	8	06	160	00
Charlottetown.	Queen's, West.	15,919	42	48,228	05	79,862	02			*	
Georgetown.	King's.	978	83	4,808	30	4,696	59	19	03	382	00
Head of St. Peter's Bay	do	365	32	1,335	24	1,649	04	6	26	140	00
Kensington.	Prince, East.	618	59	4,513	61	2,433	09	15	00	234	00
Montague.	King's.	1,001	40	13,231	53	10,861	61	50	32	380	00
Mount Stewart.	Queen's, East.	443	84	1,801	42	1,385	22	7	29	172	00
Murray Harbour, South	do	336	41	5,453	59	3,769	74	19	72	128	00
Souris, East.	King's.	1,505	61	7,269	95	11,545	75	41	20	500	00
Stanley Bridge.	Queen's, West.	281	68	2,226	46	2,025	96	9	53	90	00
Summerside.	Prince, East.	4,659	51	14,351	40	25,900	93	65	15	1,200	00
Tignish.	do	682	57	4,712	04	2,058	02	14	95	120	00
Victoria.	do	272	68	4,300	24	3,000	68	13	64	116	00
Non-Accounting Post Offices		15,190	85							7,570	69
Total.		44,119	34	125,125	08	1,001	46	314	15	11,910	69
						159,484	92	38	00	1,107	00

* Salary, &c., entered in Auditor General's Report.

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

Post Office Department.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.		Total Amount of Money Orders paid.	Com- pension paid to Post- masters on M.O. business.		Com- pensation paid to Post- masters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.	
		\$	cts.		\$	cts.	\$	cts.		\$	cts.					\$
Alexander.....	Brandon.....	978	03	1,093	18,079	63	123	00	2,483	50	46	70	396	00	75	00
Arden Station.....	Macdonald.....	749	36	712	11,462	99	78	13	2,290	20	31	67	260	00	8	00
Austin.....	do.....	824	08	316	4,615	13	35	09	1,716	91	12	63	250	00	10	00
Belmont.....	Lisgar.....	664	46	270	4,400	78	30	03	2,673	85	13	77	290	00	10	00
St. Beulah.....	Marquette.....	397	21	598	11,876	41	79	21	4,638	39	31	58	164	00	200	00
Binsearth.....	do.....	526	12	240	3,231	43	24	35	1,391	58	9	65	224	00	12	00
Birtle.....	do.....	1,422	20	1,270	17,323	92	127	22	5,898	41	46	44	460	00	60	00
Boisevain.....	Brandon.....	2,734	00	2,010	36,542	11	246	05	8,645	58	95	16	30	53	60	00
do.....	do.....	289	81	223	3,706	20	23	96	935	25	9	25	740	00	12	00
Bradwardine.....	do.....	12,513	96	3,295	37,999	94	319	15	63,289	69	108	65	2,960	00	12	00
Brandon.....	do.....	3,038	83	1,648	20,476	71	155	44	6,085	17	55	28	870	00	80	00
Carberry.....	Macdonald.....	2,106	63	807	27,777	08	188	84	7,622	13	71	71	610	00	36	00
Carman.....	Lisgar.....	844	62	405	5,689	98	41	18	1,407	39	15	27	300	00	0	50
Cartwright.....	do.....	896	57	233	4,508	64	28	58	1,731	68	11	65	300	00	24	00
Crystal City.....	do.....	1,043	19	275	3,573	31	25	03	662	71	9	59	350	00	60	00
Cypress River.....	Macdonald.....	2,655	00	1,000	1,537	24	10	53	1,724	75	5	21	60	00	40	00
*Dauphin.....	Marquette.....	553	60	1,404	25,754	30	180	21	5,807	35	66	77	580	00	40	00
Deloraine.....	Brandon.....	1,499	60	616	8,429	34	60	50	2,275	45	22	15	200	00	2	00
Dominion City.....	Provencher.....	512	61	254	4,837	62	33	25	1,136	80	12	88	218	00	23	00
Douglas Station.....	Brandon.....	1,417	86	822	12,225	45	86	24	4,693	94	37	24	522	00	80	00
Elkhorn.....	do.....	1,297	09	895	11,481	55	92	29	4,160	90	31	63	490	00	68	00
Fox Warren.....	Marquette.....	353	92	214	2,241	56	16	41	530	29	6	54	110	00	110	00
Gartmore.....	do.....	433	00	187	3,445	55	23	20	1,012	44	9	14	63	00	14	00
Gladstone.....	Macdonald.....	1,617	65	926	13,496	39	95	61	4,620	19	38	06	424	00	14	00
Glenboro.....	do.....	1,202	91	536	6,890	41	53	13	2,011	53	18	21	420	00	100	00
Henlyon.....	Marquette.....	1,801	12	90	1,762	26	11	60	1,137	01	5	64	60	00	20	00
Hretna.....	Lisgar.....	1,897	47	678	6,086	30	61	59	2,082	31	15	56	570	00	20	00
Griswold.....	Brandon.....	928	39	887	15,031	94	100	62	2,353	62	38	92	442	00	144	00

+ Closed 1st April, 1897.

* Opened 1st April, 1897.

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba.--Concluded.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Total Amount of Money Orders paid.	Com-pensation paid to Post-masters on M. G. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
		\$ cts.		\$ cts.	% cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hamiota.	Marquette	1,031 78	673	11,035 55	71 60	4,925 66	20 13		360 00	8 00	
Harney	Brandon	1,432 71	1,123	19,346 51	134 69	4,223 41	52 83		450 00	6 00	100 00
High Bluff	Macdonald	408 06	242	3,063 70	21 55	694 77	7 57		140 00		
Holland.	do	995 80	335	4,332 40	32 44	3,002 42	15 57		380 00		75 00
Joly.	Provencher	264 18	34	849 72	6 15	1,038 93	2 54		110 00		
Killarney	Lisgar	1,627 85	1,596	21,206 91	152 90	4,745 00	57 03	19 50	480 00	30 00	100 00
*Lake Dauphin.	Marquette	470 86	224	5,319 10	35 10	4,282 87	16 68		142 50	27 00	
Lauder.	Brandon	423 20	254	6,004 20	39 78	700 82	15 69	10 30	196 00		
MacGregor Station.	Macdonald	1,215 32	630	7,569 24	56 10	5,099 75	21 55		400 00	8 00	75 00
Manitou.	Lisgar	2,195 45	1,770	23,421 22	170 15	6,529 54	64 19	19 71	650 00	72 00	150 00
52 Melita.	Brandon	1,652 05	825	10,996 01	80 05	3,287 98	28 94	5 45	520 00	20 00	100 00
Miami	Lisgar	814 73	726	9,960 27	66 47	1,379 56	24 94		310 00	2 00	
Minnedosa	Marquette	2,344 12	1,662	17,948 03	150 40	10,255 55	53 46	12 74	720 00	24 00	150 00
Morden	Lisgar	3,150 78	1,725	21,348 08	161 96	12,672 42	59 45	7 19	920 00	8 00	200 00
Morris.	Provencher	880 00	677	8,134 63	64 10	3,568 68	23 88	5 40	340 00		75 00
Napinka.	Brandon	713 02	613	14,155 22	84 08	826 44	35 71		360 00		200 00
Neepawa	Macdonald	3,494 04	2,572	39,971 88	283 62	10,043 98	108 70	2 13	920 00	120 00	
Newdale	Marquette	554 82	554	3,218 10	60 31	1,139 91	24 24		190 00	8 00	
Ninga	Lisgar	743 31	567	12,769 96	79 53	967 55	32 17		264 00	20 00	
Nine Damede Lourdes	do	343 90	60	495 03	6 12	2,107 72	5 52		108 00		
Oak Lake.	Brandon	1,665 21	1,007	18,043 28	123 49	4,362 25	48 31		580 00	27 00	125 00
Pilot Mound	Lisgar	1,721 27	761	7,768 23	67 13	6,635 37	22 19	4 49	520 00	4 00	100 00
Pipstone.	Brandon	443 11	306	4,434 07	31 54	697 63	11 77		108 00		
Portage la Prairie.	Macdonald	7,401 92	2,338	32,709 11	258 79	30,120 56	88 77	21 10	2,000 00	4 00	400 00
Rapid City	Marquette	1,282 19	1,043	12,398 02	95 08	7,521 95	37 76	8 82	460 00	4 00	100 00
Routhwaite	Brandon	393 51	331	4,883 31	33 56	359 55	12 68	3 44	140 00		
Russell.	Marquette	1,032 96	593	9,678 07	68 37	4,620 52	27 57		392 00	40 00	75 00
St. Alphonse	Lisgar	109 97	24	260 97	2 80	93 83	0 87		64 00		
St. Boniface	Provencher	195 14	340	3,761 03	35 91	3,098 36	11 39		380 00	4 00	87 50
St. Laurent	Selkirk	182 33	168	1,957 89	13 60	1,734 02	7 59		110 00		
+St. Malo	Provencher.	66 00				31 75					
Selkirk.	Selkirk	1,967 47	1,086	12,041 62	101 35	3,288 73	31 66	8 49	28 50	4 00	126 00
Shoal Lake	Marquette	1,034 61	544	7,382 50	54 45	3,297 40	20 79		640 00	50 00	75 00
Sidney	Macdonald	689 41	104	2,083 62	15 23	3,972 76	5 70		324 00	6 00	
Solegrith	Marquette	264 66	104	979 71	7 81	887 87	3 38		124 00	16 00	
Souris	Brandon	2,519 72	1,650	25,311 31	181 72	6,326 43	66 77		760 00	6 00	150 00

Post Office Department.

Stonewall.....	1,247 40	817	12,694 61	92 13	4,194 40	35 08	0 87	420 00	36 00	75 00
†Thornhill.....	274 13	100	2,037 81	12 47	238 04	5 09	.....	124 00	8 00	.....
Treherne.....	1,171 28	325	3,804 52	28 65	1,848 68	11 00	.....	380 00	16 00	75 00
Virdeu.....	2,861 75	1,988	25,135 31	209 41	9,897 39	78 24	15 52	862 00	40 00	900 00
Wawanesa.....	1,299 68	854	14,787 39	101 23	2,460 90	37 94	.....	450 00	.....	75 00
Winkler.....	833 86	20	67 03	1 51	58 49	0 20	.....	220 00	.....	.....
Winnipeg.....	98,125 49	13,454	143,512 21	1,418 69	511,505 99	.....	.....	||	498 01	.....
Non-Accounting Post Offices.....	33,803 65	.....	.....	.....	.....	.....	.....	13,904 25	.....	75 00
Total.....	227,981 56	66,866	921,364 05	7,064 51	830,279 84	2,122 68	268 27	43,554 25	2,129 51	4,862 50

* Closed 1st April, 1897. † Non-accounting from 1st Sept., 1896. ‡ Accounting from 1st Jan., 1897. § Accounting from 1st April, 1897. || Salary, &c., entered on Auditor General's Report.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER
Deputy Postmaster General.

NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the Number and Amount of Money Orders issued and paid; the Amount of Commission thereon; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Total Amount of Money Orders paid.		Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.		
		\$	cts.		\$	cts.		\$	cts.						\$	cts.
Alameda	Assinibolia East.	475	81	136	3,700	13	27	47	853	28	3	36	160	00	15	00
Belgonie.	" East.	377	38	178	2,764	95	19	86	966	21	7	45	120	00	12	00
Banff	Alberta.	1,152	30	973	13,103	23	101	57	2,343	01	33	96	436	00	75	00
Battleford	Saskatchewan.	919	85	842	10,929	74	81	10	2,155	86	29	26	360	00	12	00
Broadview	Assinibolia East.	829	12	611	7,558	70	55	26	3,189	98	24	08	356	00	8	00
Calgary.	Alberta.	10,184	26	4,538	50,978	60	461	25	50,039	75	146	24	2,710	00	160	00
Canmore	"	966	82	607	7,673	57	65	51	1,097	51	19	68	322	00	7	50
Cannington Manor.	Assinibolia East.	727	95	367	5,264	46	49	08	1,737	06	15	97	300	00	8	00
Cardston	Alberta.	409	05	293	5,710	98	47	35	467	22	15	25	120	00	7	50
Carduff	Assinibolia East.	571	35	457	8,739	96	55	34	1,679	32	22	88	240	00	16	00
Chad Lake	Saskatchewan.	634	25	57	756	66	6	66	1,632	31	5	23	240	00	16	00
Edmonton	Alberta.	3,272	13	2,526	27,625	85	230	39	15,414	72	86	02	1,110	00	58	50
Estevan	Assinibolia East.	439	96	369	6,419	03	42	07	971	91	16	19	292	00	80	00
Fleming	" East.	628	25	343	6,438	07	40	37	923	08	19	84	202	00	24	00
Fort Saskatchewan.	Alberta.	657	95	610	9,198	26	66	78	2,943	18	26	46	270	00	20	00
Grenfell	Assinibolia East.	1,723	15	1,401	13,228	19	118	40	6,697	08	46	54	620	00	12	00
High River.	Alberta.	447	24	137	1,923	20	15	17	1,413	75	5	40	170	00	8	00
Hyde.	Assinibolia East.	104	82	94	2,068	46	13	58	1,214	70	7	32	40	00	3	00
Indian Head.	" East.	2,186	11	1,629	43,081	01	275	38	6,133	35	110	65	20	00	20	00
Innisfaul.	Alberta.	1,014	11	767	5,692	57	49	76	5,575	85	20	34	400	00	6	00
Lacombe	"	910	39	763	5,817	63	48	54	6,858	40	21	13	340	00	8	00
Leduc	"	268	65	119	1,606	95	13	85	1,185	60	6	11	100	00	100	00
Lethbridge	"	2,518	21	1,963	23,406	86	222	81	5,601	30	61	91	890	00	100	00
Lumsden	Assinibolia West	320	85	189	3,248	09	22	39	245	05	8	35	84	00	84	00
Macleod	Alberta.	1,805	33	1,316	21,197	35	155	16	5,508	00	2	25	570	00	96	00
Maple Creek	Assinibolia West	1,606	63	753	11,311	96	86	69	4,560	31	32	75	470	00	1	50
Medicine Hat.	"	1,948	33	2,094	24,113	94	219	89	4,299	36	76	08	560	00	40	00
Mooses Jaw	"	2,566	46	2,057	30,683	25	217	71	5,003	35	80	41	730	00	40	00
Moosomin	" East.	3,256	00	1,885	23,693	02	181	82	12,557	44	63	57	992	00	200	00

Post Office Department.

Olds.....	574 78	285	2,214 34	19 29	1,459 99	6 96	210 00	18 00	300 00
Oxbow.....	825 40	364	6,020 57	41 87	2,025 89	16 36	300 00	8 00	320 00
Pincher Creek.....	875 52	1,001	15,127 64	108 96	2,948 15	39 31	320 00	8 00	75 00
Prince Albert.....	2,498 51	1,516	16,929 23	136 42	8,050 92	51 08	770 00	40 00	190 00
Qu'Appelle.....	989 70	731	10,704 13	81 70	4,680 08	30 02	360 00	36 00	75 00
Qu'Appelle Station.....	1,424 83	652	7,758 77	64 21	5,681 95	25 02	500 00	150 00	100 00
Red Deer.....	1,986 46	832	8,447 82	67 78	5,716 87	26 55	380 00	8 00	75 00
Regina.....	7,678 56	2,139	26,542 08	217 42	28,459 11	76 24	2,100 00	300 00	50 00
Salt Coats.....	850 89	693	9,134 37	68 16	2,528 13	26 04	360 00	48 00	75 00
Saskatoon.....	324 88	241	1,580 41	11 53	588 82	4 84	153 00	84 00	75 00
South Edmonton.....	1,264 51	1,048	15,398 76	114 86	5,581 17	48 12	390 00	8 00	300 00
Swift Current.....	453 04	156	1,505 12	13 17	346 44	3 99	190 00	8 00	8 00
Wapella.....	1,111 93	608	9,595 11	67 02	2,412 53	26 51	424 00	28 00	75 00
Whitehead.....	1,606 01	950	11,819 29	92 34	4,714 01	37 57	500 00	100 00	100 00
Wolseley.....	1,279 56	975	12,266 54	98 02	5,317 81	40 07	428 00	60 00	75 00
Yorkton.....	1,087 83	569	8,492 00	58 09	7,449 77	35 76	410 00	40 00	75 00
Non-Accounting Post Offices.....	16,568 63	.....	.....	.....	.....	.....	7,676 98	255 00	75 00
Total.....	83,353 75	40,864	550,473 95	4,252 04	241,241 55	1,569 83	291,349 98	2,078 50	2,850 00

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

PROVINCE OF BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation ; the Gross Postal Revenue ; the Gross Postal Revenue ; the Number and amount of Money Orders issued and paid ; the Amount of Commission thereon ; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended 30th June, 1897.

Name of Office.	Electoral District.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.		Total Amount of Money Orders paid.		Com-pensation paid to Post-masters on M. O. business.	Com-pensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance	Allowance towards Rent, Fuel and Light.
				\$	cts.	\$	cts.	\$	cts.					
Abbotsford.	New Westminster.	278 72	213	1,794 32	13 72	2,073 15	7 10	100 00	20 00	100 00	20 00	75 00		
Agassiz.	Yale and Cariboo.	1,061 28	413	3,782 37	30 89	2,794 78	10 94	320 00	1 78	320 00	2 00			
Alberni.	Vancouver.	673 02	746	9,269 12	76 31	3,478 87	25 40	192 00		192 00				
Aldergrove.	New Westminster.	74 37	116	779 66	7 45	741 45	2 24	44 00		44 00				
Armstrong.	Yale and Cariboo.	582 67	327	3,236 10	27 04	1,303 90	9 00	180 00		180 00				
Ashcroft Station.	do	1,488 08	1,062	19,894 75	148 32	11,960 78	52 53	450 00	9 64	450 00	210 00	75 00		
Barkerville.	do	666 00	1,199	34,827 54	223 91	5,072 59	91 08	200 00	18 72	200 00				
Burgoyne Bay.	Vancouver	38 00	87	1,196 32	8 60	673 07	3 56	32 00		32 00				
Chenauas.	do	690 61	737	11,286 04	104 68	1,665 42	29 28	182 00		182 00	44 00	100 00		
Chilliwack.	New Westminster.	1,583 90	1,919	25,901 74	196 13	12,142 51	68 39	500 00	5 36	500 00	30 00			
Clinton.	Yale & Cariboo.	820 98	577	15,210 68	107 02	2,965 21	39 35	96 00		96 00	10 00			
Cloverdale.	New Westminster.	232 81	192	1,271 06	39 22	1,622 99	3 45	100 00	7 68	100 00				
Conux.	Vancouver.	330 44	372	6,352 31	22 43	2,708 27	14 89	56 00		56 00				
Corfield.	do	147 58	182	2,264 86	22 22	649 84	6 32	72 00		72 00	4 00			
Courtenay.	do	179 07	551	8,355 23	60 19	1,269 06	21 45							
Coutlee.	Yale & Cariboo.	173 83	173	1,873 71	17 61	234 41	4 77	64 00		64 00				
Donald.	do	1,030 90	635	10,333 21	82 71	2,244 26	27 85	400 00	9 95	400 00				
Duncan's Station.	Vancouver.	670 12	767	7,977 38	74 89	4,750 05	24 29	240 00	6 49	240 00	20 00			
Enderby.	Yale & Cariboo.	566 38	556	4,623 90	40 78	1,564 63	12 70	225 00		225 00				
Esquimaux.	Victoria	1,401 31	301	4,190 93	47 13	1,138 52	12 99	420 00		420 00				
Field.	Yale & Cariboo.	472 58	291	7,751 55	58 26	461 87	19 55	180 00	8 34	180 00	48 00	75 00		
Golden.	do	1,521 53	562	9,434 67	79 02	3,710 59	26 94	400 00		400 00				
*Greenwood.	do	959 83	713	9,527 40	93 54	4,257 80	25 61	117 50		117 50				
Hazac.	New Westminster.	262 04	193	1,130 63	11 99	323 94	3 11	108 00		108 00				
Hopie.	Yale & Cariboo.	171 78	247	2,824 83	21 48	251 17	7 42	72 00		72 00				
Illicillewaet.	do	572 19	256	8,220 65	66 80	494 23	20 64	70 00		70 00				
Kamloops.	Yale & Cariboo.	4,107 83	2,229	25,773 93	225 19	18,166 36	70 75	960 00	23 02	960 00	50 00	200 00		
Kaslo.	do	4,475 08	1,623	26,387 20	232 41	8,145 25	69 98	640 00	8 77	640 00	72 00	150 00		

Post Office Department.

Ladner	New Westminster	1,120 69	904	14,479 26	126 54	3,083 54	37 87	3 18	380 00	75 00	
Langley	do	348 17	466	4,944 93	38 13	2,362 41	12 75		200 00	36 00	
Langley Prairie	do	155 31	100	987 86	7 07	179 55	2 46		64 00		
Lytton	Yale & Cariboo	503 41	121	1,265 12	11 70	504 77	3 58		180 00		
Midway	do	628 94	529	8,243 71	68 17	1,611 83	20 86		120 00		
Mission City	New Westminster	840 42	527	3,958 04	39 36	3,512 28	11 58		320 00	40 00	
Nanaimo	Vancouver	5,747 37	5,245	67,988 02	654 84	35,821 74	184 14	127 40	1,640 00	200 00	
Nelson	Yale & Cariboo	7,808 36	2,940	48,923 33	438 18	20,053 73	130 78	9 61	1,000 00	96 00	
New Denver	do	1,812 28	1,749	38,218 27	275 61	4,127 82	97 73	6 05	280 00		
New Westminster	New Westminster	9,416 43	4,544	53,879 34	509 46	39,696 93	154 73	47 48	2,550 00	150 00	
Nicola Lake	Yale & Cariboo	387 52	308	3,569 26	30 50	718 11	9 69	65	140 00		
Plumper Pass	Vancouver	236 64	381	2,894 36	24 35	1,059 76	8 09		92 00		
Port Hammond	New Westminster	477 23	291	2,509 68	21 73	2,232 12	7 01	1 69	190 00		
Queenselle	New Westminster	786 35	886	20,501 29	131 34	1,805 55	51 96	1 75	212 00		
Revelstoke	Yale & Cariboo	1,547 38	872	15,359 85	121 28	6,491 74	40 08	23 31	410 00	87 50	
Revelstoke Station	do	1,381 24	369	3,827 47	34 93	875 60	9 69	3 63	320 00	75 00	
Roger's Pass	do	170 45	80	1,817 98	11 51	124 30	4 75		64 00		
Rossland	do	17,253 48	7,359	108,134 74	1,063 40	37,866 65	308 91	27 08	2,330 00	462 50	
Salt Spring Island	Vancouver	269 32	367	4,224 21	38 09	794 21	10 82		108 00		
Sandon	Yale & Cariboo	3,530 08	353	6,186 50	54 54	1,294 92	16 38		490 00		
Soda Creek	Yale & Cariboo	225 40	349	6,925 19	47 68	1,322 17	17 63		104 00	20 00	
Spence's Bridge	do	172 94	45	1,702 31	9 45	178 00	4 12		132 00	40 00	
Steveston	New Westminster	856 13	652	12,426 98	123 16	1,217 12	32 32		180 00		
Sumas	do	54 66	147	852 86	8 69	775 43	2 23		43 00		
Union	Vancouver	1,470 96	3,049	81,959 85	595 60	4,753 37	207 82	55 48	540 00	125 00	
Vancouver	Burrard	37,712 03	10,976	147,040 24	1,493 87	143,075 76			**		
Vernon	Yale & Cariboo	3,238 75	1,489	16,584 85	140 63	14,291 39	53 49	5 10	760 00	50 00	
Victoria	Victoria	44,060 05	12,650	145,079 29	1,584 94	171,023 52			**	175 00	
Wellington	Vancouver	1,706 88	2,901	52,096 99	507 66	6,990 90	137 33	105 24	570 00	125 00	
Yale	Yale & Cariboo	579 35	163	1,949 72	16 89	1,599 74	5 20		212 00		
Non-Accounting Post Offices		34,487 17									
Total		204,218 61	77,991	1,142,973 60	10,361 98	606,239 95	2,295 02	517 40	10,923 23	216 50	1,728 50
									31,210 73		2,398 75

Accounting from 23rd October, 1896. † Money Order business suspended from 15th February, 1896, to 1st January, 1897. † Money Order business suspended from 1st April, 1897. ** Salary, &c., July, 1896, to 1st January, 1897, and from 22nd January to 1st April, 1897. ‡ Accounting from 1st October, 1896. § Accounting from 1st October, 1896. ¶ Accounting from 1st April, 1897. ** Salary, &c., entered in Auditor General's Report.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

Post Office Department.

APPENDIX C

ANALYSIS OF THE
MONEY ORDER BUSINESS

ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended 30th June, 1897.

Post Office Department.

	Number of Orders	\$	cts.
Total amount of Money Orders issued in Ontario	653,724	6,262,718	03
do Quebec	127,095	1,698,768	88
do Nova Scotia	118,035	1,507,576	59
do New Brunswick	68,203	868,230	70
do Manitoba	66,866	921,364	05
do North-west Territories	40,864	550,473	95
do British Columbia	77,991	1,142,973	60
do Prince Edward Island	9,431	125,125	08
Total number and amount of Money Orders issued	1,162,209	12,987,230	88
Total amount of Money Orders paid in Ontario		6,954,754	68
do Quebec		1,852,288	55
do Nova Scotia		1,463,799	98
do New Brunswick		798,708	69
do Manitoba		830,279	84
do North-west Territories		241,241	55
do British Columbia		606,259	95
do Prince Edward Island		159,464	92
Total amount of Money Orders issued and paid		12,906,748	16
		25,893,979	04

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX D

LOSSES SUSTAINED IN COLLECTING THE POSTAL
REVENUE AND IN CONDUCTING THE MONEY
ORDER AND SAVINGS BANK SYSTEMS.

Post Office Department.

STATEMENT showing the loses sustained in collecting the Postal Revenue and conducting the Money Order and Savings Bank systems in the Dominion of Canada, brought to account during the Year ended 30th June, 1897.

		\$	cts.
Postage stamps, etc., destroyed by fire at	Ballantrae Station, Ont., 24th April, 1896.....	8	00
do	do Cheam, B.C., 7th September, 1896.....	2	00
do	do Crapaud, P.E.I., 18th May, 1897.....	3	93
do	do Doe Lake, Ont., 18th February, 1896.....	6	52
do	do Elmgrove, Ont., 1st March, 1896.....	1	50
do	do London West, Ont., 9th February, 1897.....	67	94
do	do Martintown, Ont., 26th March, 1897.....	25	
do	do Musselyville, Que., 24th June, 1896.....	6	00
do	do Newcastle, Ont., 21st January, 1896.....	5	64
do	do Norwood, Ont., 20th April, 1897.....	1	52
do	do Panmure, Ont., 9th June, 1893.....	12	50
do	do Plainfield, Ont., 9th February, 1897.....	20	00
do	do Rowena, Ont., 30th January, 1897.....	8	85
do	do South Dudswell, Que., 25th August, 1896.....	6	70
do	do Worthington, Ont., 5th June, 1896.....	3	00
Postage stamps, etc., stolen from	Adamsville, Que., 24th April, 1896.....	25	00
do	do Galetta, Ont., 29th July, 1896.....	6	65
do	do Huntingdon, Que., 30th October, 1896.....	8	33
do	do Newcastle, Ont., 13th November, 1896.....	57	96
do	do Pine Grove, Ont., 20th December, 1896.....	7	00
do	do Richmond, Que., 20th May, 1896.....	15	00
Postage stamps, etc., lost in transit from	Vancouver, B.C., to Fort Steele, B.C.....	11	00
Postage stamps, etc., and Post Office funds stolen from	Grafton, Ont., 31st March, 1897.....	2	50
do	do Hampton, Ont., 8th August, 1896.....	51	08
do	do Harrowsmith, Ont., 5th May, 1896.....	62	65
do	do Hastings, Ont., 27th October, 1896.....	5	80
do	do Johnville, Que., 24th May, 1896.....	14	00
do	do Kincardine, Ont., 17th October, 1896.....	6	30
do	do Newcastle, Ont., 17th April, 1896.....	167	39
do	do Pointe Fortune, Que., 31st July, 1896.....	80	55
do	do Roxton Falls, Que., 28th May, 1896.....	43	03
do	do Smithville, Ont., 21st September, 1896.....	8	21
do	do South Nelson, N.B., 7th August, 1896.....	20	50
do	do Warwick, Que., 12th November, 1896.....	92	09
Postage stamps, etc., and Post Office funds destroyed by fire at	Cowichan Station, B.C., 20th May, 1896.....	14	00
do	do Delta, Ont., 27th January, 1897.....	2	12
do	do Ledge, N.B., 14th May, 1896.....	4	90
do	do McConnell Creek, B.C., 21st November, 1896.....	12	60
do	do New Ross, N.S., 28th April, 1896.....	63	20
Post Office funds stolen from	Belleville Station, Ont., 24th December, 1896.....	1	50
do	do Burford, Ont., 6th July, 1896.....	2	75
do	do Burford, Ont., 4th November, 1896.....	49	98
do	do Duart, Ont., 1st November, 1896.....	19	94
		1,010	38

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

Post Office Department.

APPENDIX E

TRANSACTIONS OF THE

POST OFFICE SAVINGS BANK

Post Office Department.

STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the Year ended 30th June, 1897, and of the total amount due to Depositors on that date.

	\$	cts.		\$	cts.
Balance due to depositors on 30th June, 1896.	28,932,929	68	Repayments to depositors during the year.	7,656,086	64
Deposits received during the year.	8,223,000	00	Balance due to depositors on the 3th June, 1897.	32,380,829	09
Interest allowed to depositors during the year, in accordance with the Statute.	1,024,511	74			
Amount of depositors' accounts transferred from closed Agencies of the Dominion Government Savings Bank during the year.	1,856,474	31			
	40,036,915	73		40,036,915	73

DAVID MATHESON,
Superintendent, Savings Bank Branch.

R. M. COULTER,
Deputy Postmaster General.

Post Office Department

APPENDIX F

REPORT OF MISSING LETTERS

CLASS A.—REGISTERED LETTERS

REPORT of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

CLASS A.
REGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
1	Dr. Leith.....	Hopeville.....	1895. Dec. 3	\$ cts. 11 35	John A. McGill livray.	Toronto.....	Stated not to have been received by the person addressed.	There being no record of this letter from the Hopeville post office, the postmaster of that office made good contents.	3
2	A. Moreau.....	St. Damase de Rimouski.	Feb. 24. 1896.	\$2 in money and 9c. in postage stamps.	P. Rivet.....	Montreal.....	Only 9 cts. stated to have been received.	Loss made good by postmaster of St. Moïse Station, the letter in question having been untidily detained during course of post at that office.	5
3	Post Office Department.	Ottawa.....	Mar. 4.	\$48 in postage stamps.	Postmaster.....	Ensdale.....	Stated not to have been received by the person addressed.	Lost whilst in charge of a Railway Mail Clerk who has since been dismissed from the service.	4
4	W. & J. Blatchett.	Sevogle, N. B.....	Apr. 23.	25 00	P. S. McNutt & Co.	St. John, N. B.....		Evidence in these cases pointed strongly to the conclusion that the letters in question disappeared at the Newcastle, N. B., post office.	4
5	F. Garnier.....	Newcastle, N. B.....	May 15.	5 00	J. Thériault...	Beresford, N. B.....		Legal proceedings taken against the postmaster and his assistant failed however to establish their guilt	
6	Mary A. Lloyd.....	Douglastown, N. B.....	do 24.	7 00	Rev. F. I. Ryan.	Arlington, N. J.....	do		
7	Mrs W. Roach.....	Cross, New Hampshire.	do 30.	10 00	Mrs. D. Kingston	Douglastown, N. B.....	do		
8	Israël Bernard.....	Canaan Station, N. B.....	June 2.	16 82	Clark & Lounsbury.	Newcastle, N. B.....	do		
9	Agnes Clark.....	St. Stephen, N. B.....	do 3.	3 00	Mrs. E. Clarke.	Bryerton, N. B.....	do		
10	H. A. McDougall.....	Queneselle Forks, B. C.....	do 5.	5 00	A. P. McDougall	South Finch, Ont.....	do		
11	Angelina Richer.....	Clarence Creek, Ont.	July 4.	20 00	W. Shepherd.....	Caughnawaga, Q.....	Only \$10 stated to have been received.	No evidence to account for the alleged discrepancy.	7
12	J. D. McMillan.....	Derby, N. B.....	do 10.	3 00	W. H. Carter.....	Freiericton, N. B.....	Stated to have been received without contents.	This letter is believed to have been tampered with at the Derby Post Office by some dishonest person who	5

Post Office Department.

13	H. McMareny	Marksville, Ont.	do	14.	20 00	T. Eaton & Co.	Toronto, Ont.	Only \$18 stated to have been received.	No evidence to account for the alleged discrepancy.	7
14	R. Poirier	South Ham, Que	do	14.	2 25	Jos. Camiré	do	Only 25 cts. stated to have been received.	do	7
15	E. T. Sherwood	Kingston, Ont.	do	22.	8 00	Mrs. E. T. Sherwood.	Sault Ste. Marie, Ont.	Stated to have been received without contents.	do	7
16	E. L. Robertson	St. John, N. B.	do	29.	45 70	G. W. Coates	Corn Hill, N. B.	Only \$30.70 stated to have been received.	do	7
17	Captain McDonald	Big Bank, N. S.	Aug. 11.		15 00	Mrs. D. McDonald, ald.	Basin, N. S.	Stated to have been received without contents.	do	5
18	John Saunders	Copper Cliff, Ont	do	15.	15 00	Mrs. J. Saunders	Beaverton, Ont.	Only \$5.00 stated to have been received.	Abstraction committed by a son of the postmaster of Big Bank, a youth of 15 years of age, who acted as an assistant in the post office. Contents recovered from the offender who was tried, convicted, and fined under the Juvenile Offenders Act. The postmaster of Big Bank was removed from the charge of the office. See case No. 20, class "A."	5
19	T. E. O'Donnell	do	do	17.	25 00	Mrs. E. O'Donnell.	Madoc, Ont.	Only \$15.00 stated to have been received.	Evidence taken in these cases indicated that the letters in question were tampered in the Copper Cliff post office. Losses made good by the postmaster of that office.	5
20	R. H. McKenzie	Davenport, Mass.	do	24.	5 00	J. H. McKenzie	Big Bank, N. S.	Stated to have been received without contents.	See Case No. 17, Class A.	5
21	J. McTaggart	Elkhorn, Man.	do	24.	7 00	Mr. Sheriff	Brandon, Man.	do	No evidence to account for the alleged discrepancy.	7
22	Mrs. T. McIntyre	Dixons Corners, Ont.	do	25.	15 00	Jas. Barry	Winnipeg, Man.	do	do	7
23	Mr. Carrier	Montreal	do	25.	10 00	A. Riopelle	St. Henri de Mascoche, Que.	do	do	7
24	J. Rutherford	Stonewall, Man.	do	31.	5 00	S. S. Alpin	Seano, Man.	do	The evidence in this case pointed to the conclusion that the letter as well as others passing through the Reaburn, Man., post office had been tampered with at that office. Loss made good by P. M. of Reaburn, as it appeared that sufficient security had not been afforded correspondence passing through that office. See cases Nos. 37, 39, 40, 43 to 45 and 48 to 52. Class "A."	5

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.—Continued.

No.	Name of writer.	Where mailed.	When mailed.	Alleged contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptulation
					Name.	Place.			
25	Department of Public Works,	Ottawa, Ont.	1896	\$ cts.					
26	do	do	do	62 45	N. A. Comeau.	Seven Islands, Que.			
27	do	do	do	5 86	P. E. Vigneau	do			
28	do	do	do	3 16	Jos. Carrier	do			
29	do	do	do	14 95	F. V. Vallée	do			
30	do	do	do	47 00	F. Gallienne	do			
31	do	do	do	16 30	F. Gallienne, jr.	do			
32	do	do	do	20 00	Z. Poulin	Trinity Bay, Que.			
	do	do	do	26 70	E. S. Vibert	Long Point of Mingan, Que.			
33	J. C. Budd	Douglas Lake, B.C.	do	2 75	A. R. Carrington	Nicola Lake, B.C.	Stated not to have been received by the persons addressed.	These letters were stolen from the Rimouski post office by a man named Arthur Landry who was arrested, tried and sentenced to 6 years in penitentiary.	9
34	J. B. Hebert	St. John's East, Que.	do	5 00	N. Hebert	Montreal, Que.	do	Stolen from the Quilichena post office by a man named Melrose who was arrested, tried, and sentenced on a charge of burglary to 2 years imprisonment but subsequently escaped from prison. Contents made good by postmaster of Quilichena.	8
35	C. Mitchell	Grand Valley, Ont.	do	10 00	Mrs. C. Mitchell	Toronto, Ont.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
36	A. Perron	Pembroke, Ont.	do	10 00	Mrs. A. Perron	Deschambault, Que.	Only \$5.00 stated to have been received. Stated not to have been received by the person addressed.	do	8
37	Lady Schultz	Winnipeg, Man.	do	5 00	J. M. Mulvihill	St. Laurent, Man.	Stated to have been received without contents.	Contents made good by postmaster. See Case No. 24, Class A.	5
38	R. L. Roberts	New Victoria, N.S.	do	3 50	Oxford Merchandise Co.	Chicago, Ill.	Stated not to have been received by the person addressed.	There being no record of the despatch of this letter from the new Victoria post office, the postmaster of that office made good contents.	3

Post Office Department.

39	S. Bryon.....	Otto, Man.....	do	12	7 75	Rutherford and Bruce.	Stonewall, Man.	Only \$5.75 stated to have been re- ceived.	5
40	T. Stevenson.....	do	do	12	23 85	do	do	Only \$18.85 stated to have been re- ceived.	5
41	James Tague.....	Ste. Croix, N.B.	do	14	35 00	R. Sullivan	St. John, N.B.	Stated not to have been received by the person ad- dressed.	3
42	do	do	do	14	10 00	J. B. Hawthorne	Fredericton, N.B.	do	3
43	A. Delaronde.....	St. Laurent, Man	Sept. 14	14	10 00	F. Carriere.....	St. Boniface, Man.	Only \$6 stated to have been received.	5
44	A. Brunt.....	do	do	16	19 00	Alloway & Cham- pion.	Winnipeg, Man.	Only \$17 stated to have been received.	5
45	do	Clarkleigh, Man.	do	16	10 00	Hardaway & Top- ping.	Flushing, Hol- land.	Only \$8 stated to have been received.	5
46	Wm. Noonan.....	Ferguson's Falls, Ont.	do	18	12 00	W. J. Fair.....	Kingston, Ont.	Only \$11 stated to have been received.	7
47	Ida McFarlane.....	Georgetown, Ont	do	18	5 00	J. S. Deacon	Milton, Ont.	Stated to have been received without contents.	5
48	J. Halldersen.....	Otto, Man.....	do	19	16 45	Rutherford & Cham- pion.	Stonewall, Man.	Only \$11.45 stated to have been received.	5
49	A. Leany.....	St. Laurent, Man	do	21	11 00	A. J. Goffart.....	St. Norbert, Man	Stated to have been received without contents.	5
50	A. Brunt.....	Clarkleigh, Man.	do	23	30 00	Alloway & Cham- pion.	Winnipeg, Man.	Only \$23 stated to have been received.	5
51	T. Seaman.....	Seamo, Man.....	do	28	10 00	Imperial Oil Co.	do	Only \$5.50 stated to have been received.	5
52	Bank of Montreal.	Winnipeg, Man	do	30	9 90	D. Macaulay.....	Clarkleigh, Man.	Only \$7 stated to have been received.	5
53	T. Eaton & Co.....	Toronto, Ont.....	Oct. 7	7	2 52	John McKay.....	Fort William, Ont.	Stated not to have been received by person addressed.	3
54	.....	Blind River, Ont	.....	.....	5 00	Geo. McGauley	Indian Head, Assa.	do	3

See Case No. 24, Class A.

These letters were contained in a mail despatched from St. Croix to the Montreal and St. John Railway Mail Clerks on 14th Sept., 1896. The Railway mail clerk in charge having failed to report the non-receipt of this mail, made good contents.

See Case No. 24, Class A.

Loss made good by postmaster of Ferguson's Falls, the letter in question having been unduly detained for six days in his office.

No evidence to account for the alleged discrepancy.

See Case No. 24, Class A.

See Case No. 24, Class A.

Misdelivered by the postmaster of Fort William, who made good the amount which the letter contained.

This letter was fraudulently obtained from the Indian Head post office by a person named Quinn who represented himself as the person addressed. Quinn was arrested, tried and sentenced to 3 years imprisonment. Contents made good by postmaster of Indian Head, who failed to take proper means of identifying the person to whom he delivered the letter.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Class in Receiptation.
					Name.	Place.		
			1896.	\$ cts.				
55	Wm. Sutton	Little Pabos, Que	Oct. 15	3 66	G. A. Bolduc & Co.	Quebec	Stated not to have been received by person addressed.	3
56	Dr. J. A. Sutherland	Illicillewaet, B.C.	do	5 00	Dr. E. Fraser	Denver, Col	do	3
57	H. Graham	Dundas Street branch office, Toronto	do	6 75	A. Parks	Williamsford, Ont.	Only \$1.75 stated to have been received.	7
58	W. Sturton	Brownsville, Ont	Nov. 4	50 00	Chas. Abbott	Frognore, Ont.	These letters were stolen by Edwin F. Gilson, a son of the postmaster of Ingersoll, and an assistant in the Ingersoll post office. Gilson voluntarily gave himself up, pleaded guilty before a magistrate, and was discharged under the "First Offenders Act." Contents were made good by the postmaster of Ingersoll.	3
59	H. Shaw	do	do	1 02	T. Eaton & Co.	Toronto, Ont		
60	C. R. Ferguson	Ostrander, Ont	do	20 00	P. S. Ferguson	Woodstock, Ont		
61	Noxon Mfg. Co.	Ingersoll, Ont.	do	10 00	P. Lewis	Russell, Ont		
62	O. E. Robinson	do	do	13 42	P. Held	Balmoral, Ont		
63	do	do	do	12 22	W. N. Davidson	Nanticoke, Ont.		
64	J. Fishleigh	do	do	25 00	Adams & Son	Paris, Ont		
65	L. Scoufield	do	do	1 00	Montreal "Star"	Montreal, Que.		
66	Rev. Jas. Grant	do	do	14 00	Mrs. H. E. Robinson	Stratford, Ont		
67	E. Haines	do	do	15 00	"Prospectors & Miners."	Palmyra, Penn.		
68	M. Poirrier	St. Isidore de Prescott, Que.	do	13 00	Frost & Wood	Smith's Falls, Ont.	Only \$1 stated to have been received.	7

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69	P. Vigneault.....	Robson, Que.....	Nov. 7	35 00	F. Paré.....	Warwick, Que...	Stated to have been received without contents.	The Warwick post office was entered by burglars on the night of the 12th Nov., '96, and this letter rifled of its contents. No clue to the perpetrators of the theft.	9
70	L. A. Tourigny....	Gentilly, Que....	do 8	42 45	Thos. White....	Brantford, Ont...	Only 45 cents stated to have been received.	No evidence to account for the alleged discrepancy.	7
71	D. J. McEachern..	Watford, Ont....	do 9	4 25	Jno. A. Robinson	St. Thomas, Ont.	Only 25 cents stated to have been received.	This letter was not back-stamped at the Watford post office, nor were the postage stamps upon it cancelled there. The evidence moreover points to the conclusion that it was possibly unsealed when it left that office. Under the circumstances the P. M. of Watford voluntarily made good contents.	7
72	Jas H. Arthur.....	New Westmins- ter, B. C.....	do 14	4 25	W. J. Brandrick	South Vancouver B. C.	Stated to have been received without contents.	No evidences to account for the alleged discrepancy.	7
73	R. Dawe.....	Lost Channel, Ont.....	do 15	20 00	H. Monck.....	Belleville, Ont..	Stated not to have been received by the person addressed.	There being no evidence of the despatch of this letter from the Lost Channel post office, the postmaster of that office made good contents.	3
74	Jno. Legere.....	Legere, N.B....	do 24	89 34	S. Thompson....	Newcastle, N. B.	Only \$67.30 stated to have been received.	Still under inquiry.	11
75	R. S. Allen.....	Rimington, Ont.	Dec. 1	30 00	W. Nickleson....	Thanet, Ont. ...	Stated not to have been received by the person addressed.	The evidence that this letter was despatched from the Rimington post office was not conclusive, and the postmaster accordingly made good contents.	3
76	Jos. Montminy....	Windsor Mills, Que.....	do 5	2 00	N. Montminy....	St. Felix de Va- lois, Que.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
77	Mrs. E. W. Corry..	Brookline, Mass.	do 14	2 00	Mrs. M. Fitz- patrick.	Gananoque, Ont.	Stated not to have been received by the person addressed.	Contained in mail package stated to have been despatched from Grand Trunk mail clerk West, on 15th Dec., '96, for Gananoque, but to have failed to reach the latter office. Cause of failure not discoverable.	2
78	J. W. Grier.....	Montreal, Que...	do 15	10 00	Mrs. Hemsley...	Kingston, Ont..	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
79	Xavier Duchaine..	St. Cyriac, Que..	do 18	9 00	Cecile Fortin....	St. Urbain, Que.	Stated not to have been received by the person addressed.	This letter appears to have been duly received at the St. Urbain post office, but the postmaster of that office being unable to show how it was disposed of, made good contents.	3
80	John Adair.....	Moosomin.....	do 19	40 00	G. Edmunds.....	Lippentott, Man	Only \$30.00 stated to have been received.	No evidence to account for the alleged discrepancy.	7

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Class in Receptulation.
					Name.	Place.		
81	E. Baxter.....	Moose Jaw, Assa	1896. Dec. 20	\$ 5 00	Wm. Woods....	Winnipeg, Man.	Misdelivered at the Winnipeg post office to a person falsely representing himself as the addressee. The clerk who misdelivered the letter was held responsible, and made good contents.	3
82	D. Collette.....	St Roche de Richelieu.....	do	1 00	C.O. Beauchemin	Montreal, Que.	Contained in a mail stated to have been despatched from St. Roch de Richelieu for Montreal, on 22nd Dec., '96, but to have failed to reach the latter office. Cause of failure not discoverable.	2
83	Bank of Hamilton.	Winnipeg, Man.	do	8 00	Geo. Reibel.....	Pierson, Man. ...	A receipt for this letter having been given by one of the railway mail clerks running between Winnipeg and Melita, who failed to charge it as he should have done, on the Napinka and Estevan Railway post office, and the clerk in question having in other respects violated the rules of the Department, his services were dispensed with, although the case did not seem to justify a prosecution for theft. No trace of the letter has since been obtained.	4
84	Jos. Campeau....	St. Jean Baptiste de Montreal, Q	do	8 00	A. Lanthier....	St Hyppolite, Que.	This letter is believed to have been stolen from the Shawbridge post office. The postmaster of that office not having taken proper precautions for its safe keeping, made good contents.	8
85	A. Taplin.....	Clear Lake, Ont.	do	8 00	Albert McGill...	Barrie, Ont. ...	Registration of this letter having been dropped at the Uffington post office, the postmaster at that office made good contents.	3

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86	Sydney, N.S.	do	29 \$10.00 and a silver watch value \$21	Cape North, N.S.	do	This letter was duly despatched from Sydney to North Sydney and appears to have been duly received at the latter office. There being no satisfactory evidence, however, that it was despatched from the North Sydney office, the postmaster of that office made good contents.	8	
87	C. E. Lentz	Butte, Montana. do	30	Chas. Edwards.	Fort Steele, B.C.	do	This letter, as well as others containing money, was stolen from the mails at Wasa, B. C., a point on the mail route between Golden and Fort Steele, by a man named A. M. Leitch, who was arrested, tried and sentenced to 10 years' imprisonment. The sum of \$1,100 was recovered from the prisoner and the balance made good by the mail contractor.	8
88	Mrs. Clancey	Maple Lake, Ont. Jan. 1	1897.	Noxon Bros.	Ingersoll, Ont.	do	See Cases Nos. 90 to 96. Class "A."	3
89	M. Brown	Minden, Ont.	do	Wm. Welch	Maple Lake, Ont.	do	Evidence pointed to the conclusion that the letters in question disappeared at the Maple Lake Post Office. Contents made good by the postmistress who was removed from the charge of the office.	3
90	T. Eaton & Co.	Toronto, Ont.	do	Miss F. Arnold.	Fort Steele, B.C.	do	See Case No. 87 Class "A."	8
91	Bank of British Columbia.	Victoria, B.C.	do	F. P. Norberry.	do	do	This letter was unduly detained during course of post at the St. Peter's post office from the 16th January until the 4th March, 1897. In view of this irregularity and of the fact that the cover bore the appearance of having been tampered with, the postmaster of St. Peter's was held responsible. Loss made good by an employee at the Winnipeg post office whose duty it was to have examined the registered package envelope in which the letter was contained when received at the Winnipeg post office, but who failed to perform this duty before destroying the registered package envelope in question.	5
92	P. M. Vancouver.	Vancouver, B.C. do	do	Postmaster.	do	do		
93	Bank of Montreal	Victoria, B.C.	do	J. Secksmith	do	do		
94	(Geo. Hogarth.	Galt, Ont.	do	J. Ryan	do	do		
95	Thos. Rader	Burke, Idaho.	do	Chas. E. Farrell.	do	do		
96	Edith Cowell.	Victoria, B.C.	do	C. Levett.	do	do		
97	Angus McKinnon.	Joggins, Mines, N.S. do	12	D. McKinnon.	Big Glen, N.S.	do	Stated to have been received with contents.	
98	Emily M. Lang	Yorkton, Assa.	do	13	0 50 Dominion Ex-press Company	Winnipeg, Man.	do	

A.—REGISTERED LETTERS—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing money, sent through the Post Office in Canada—Continued.

No.	Name of writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Re-putation.
					Name.	Place.			
99	J. Rivien, jun	Cornwall, Ont	1897. Jan. 14	8 cts. 5 00	Law'nce Gaffney Brockville, Ont..		Stated not to have been received by the person addressed.	This letter was fraudulently obtained from the Brockville post office by Thomas (Gaffney a son of the person addressed, who forged his father's name to an order for its delivery. Gaffney was arrested, tried and sentenced to 8 months' imprisonment. Four dollars and a half of the amount which the letter contained was recovered from the prisoner.	3
100	Jas. Proctor	Oswald, Man	do	2 00	E. Drain	Poplar Point, M.	do	Contents made good by a railway mail clerk on the C. P. Railway west of Winnipeg who failed to continue registration.	3
101	J. J. Wilnot	Shubenacadie, N.S.	do	25 00	Mrs. A. B. Wil- lett.	Newcastle, Ont..	do	Lost in railway accident which occurred on Intercolonial Railway near Palmer's Pond, N. B., on the 26th January, 1897.	10
102	R. Wallace	North Gower, O.	do	20 00	J. M. Wallace	Montreal, Que.	Only \$10 00 stated to have been received.	No evidence to account for the alleged discrepancy.	7
103	T. Eaton & Co.	Toronto, Ont	Feb. 16	2 93	Mrs. Wm. Fall	Broadview, Assa	Stated to have been received without contents.	No evidence to account for alleged discrepancy. Cover of letter not preserved.	7
104	A. E. Munn	Kearney, Ont.	do	12 08	L. Vanlaver	Novar, Ont.	do	No evidence to account for the alleged discrepancy.	7
105	N. St. Onge	St. Alexis des Monts, Que	do	12 00	C. Robitaille	St. Felix de Va- lois, Que.	Only \$2 stated to have been received.	do	7
106	E. R. Miller	East Toronto, O.	do	2 00	Mr. Gould	Uxbridge, Ont.	Stated not to have been received by the person addressed.	Misdelivered by the postmaster of Uxbridge, who made good the amount which the letter contained.	3

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107	Matthew Rogers	Marquette, Man	do	23	22 00	Alex. Parker	Blythfield, Man	The evidence in these cases pointed to the conclusion that the letters disappeared in LaSalle, Man., post office, during the absence of the postmaster who had left his office in charge of an unsworn assistant. The postmaster has since left the country and the amounts contained in the letters in question were made good by his surties.	3
108	C. Nichols	Blythfield	do	25	17 45	Imperial Silver-ware Co.	Windsor, Man.		
109	Rev. M. Walters	Point St. Peter, Que.	do	26	25 50	Graham & Co.	Montreal, Que.	Contained in mail stated to have been despatched from Point St. Peter, 26th Feb., '97, to Quebec and Campbellton railway mail clerks but to have failed to reach the latter clerks. No evidence to account for the alleged discrepancy.	2
110	Alex. & Co.	do	do	26	39 00	Rutherford, Durand & Co.	do		
111	Mrs. John Wardell	Bracebridge, Ont	Mar.	5	3 00	Gilmour Bros. & Co.	Montreal, Que.	Stated to have been received without contents. Only 30 cents stated to have been received.	7
112	Major Sherwood	Ottawa, Ont.	do	16	6 30	Captain J. H. Knifton.	Parry Sound, Ont.		
113	A. Brockrey	Nelsonville, Ont.	do	16	8 00	G. Brockrey	Admaston, Ont.	do	do
114	N. Lemay	Riviere Bois Clair, Que.	do	25	18 00	P. G. Bussiere & Co.	Quebec	do	
115	Mrs. G. Sheppard	Toronto Junction, Ont.	April	26	6 00	Mrs. R. M. Sheppard.	Barrie, Ont.	do	do
116	H. G. Buck	Norwood, Ont.	do	26	13 00	J. Binet	Millbridge, Ont.	do	
117	Mrs. Jos. Casemere	Fort Coulonge, Q.	do	30	5 00	P. Laviere	Chapeau, Que.	do	do
118	Mrs. W. N. Brock	Cultus, Ont.	do	30	15 00	W. R. Brock & Co.	Toronto, Ont.	do	
119	J. R. Ritchie	Weidman, Ont.	May	5	64 00	Cavers Bros.	Galt, Ont.	do	do
120	P. Carey	Ste. Anne de Prescott.	do	7	10 00	O'Brien & Hall.	L'Original, Ont.	do	
121	John McDonald	West Arichat, N.S.	do	20	3 00	Mrs. D. McDonald.	Creignish Rear, N.S.	do	8
122	Miss M. V. Ball	Wellington, B.C.	June	1	11 48	Mrs. M. E. Merrett.	Victoria, B.C.	do	

A.—REGISTERED LETTERS—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Concluded.*

No.	Name of Writer.	Where mailed.	When mailed. 1897.	Alleged contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receipt.
					Name.	Place.			
123	E. Tetreault.	St. Pie, Que.	June 14	\$ 20 00	Eastman Lum- ber Co.	Eastman, Que.	Stated to have been received without contents.	The Eastman post office was entered by burglars on the night of 14th June last and this letter rifled of its contents. No clue to the perpetrators of the robbery.	9
124	Thos. Roche	Rockford.	do 15	5 00	W. Doherty & Co	Clinton, Ont.	Stated not to have been received by the person addressed.	Contents made good by a railway mail clerk running between Toronto and Sarnia who failed to continue registration.	3
125	F. Macdonald.	Hamiota, Man.	do 25	7 00	B. Cross.	Winnipeg, Man.	do	Contents made good by a letter carrier on the staff of the Winnipeg post office by whom the letter was taken out for delivery but who was unable to show what disposition he made of it.	3

Post Office Department

APPENDIX G

REPORT OF MISSING LETTERS

CLASS B—UNREGISTERED LETTERS

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
1	Mrs. A. N. Jewell.	Napance Railway Station.	1896. April 2	\$ 2 00	T. C. Jewell.	Whitby, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
2	A. L. Brown.	Grenfell, Assa.	do 11	10 00	Wm. Brown.	Margate, P.E.I.	do	do	1
3	Sidney McInnis.	Aylmer, West O.	do 2nd week	10 10	Massey, Harris & Co.	Brautford or Toronto.	do	do	
4	Mrs. M. L. Hogan	Metakata, B.C.	do 23	1 02	T. A. Hibben & Co.	Victoria, B.C.	do	do	
5	Jas. Morrison.	Whitewood, M.	do 29	5 00	Presbyterian Offices, Home Missions.	Toronto, O.	do	do	
6	Mrs. R. Davidson.	Petrel, M.	May 1	Stamps 1 00	The T. Eaton Co.	do	Stated to have been received without contents.	Believed to have been tampered with at the Petrel post office by a young girl who had been improperly allowed access to the correspondence passing through that office. Contents made good by the postmaster.	
7	Miss S. Paul.	Montreal, Q.	do 6	6 00	Miss M. A. Paul	Poland, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	5
8	Mrs. J. Smith.	Port Hood Island, N.S.	do 12	1 00	D. M. Ferry & Co.	Windsor, O.	do	do	5
9	A. Ferris.	Stanton, O.	do 13	1 00	E. S. Miller	St. Thomas, O.	do	do	
10	Rev. M. Gillies.	Douglas town.	do 15	5 00	Rev. Mr. Cerron	Mount Louis, Q.	do	do	
11	R. J. Paterson.	Pilot Mound, M.	do 16	10 00	Mrs. R. J. Paterson.	Teeswater, O.	do	do	
12	F. Brentzer.	On steamer "Danube," at Port Essington	do 16	5 00	T. A. Hibben & Co.	Victoria, B.C.	do	do	
13	Mrs. Wm. Oak	Goderich, O.	do 19	3 00	Fox Manufacturing Co.	Toronto, O.	do	do	
14	E. J. Purdy	Westchester, N.S.	do 20	2 00	Miss Belle Purdy	Halifax, N.S.	do	do	
15	W. J. Doherty	G.T.R. Station, London E., O.	do 21	1 00	F. H. Barron	Toronto	do	do	

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16	N. D. Swift.....	May	22	0 40	Toronto "News"	do	do	do	do
17	Jno. F. Moore.....	do	22	6 00	T. Eaton Co.....	do	do	do	do
18	J. E. Griffith.....	do	23	1 00	Mrs. S. Griffith..	Strathroy, O	do	do	do
19	Win. Todd.....	do	25	25 00	J. W. Story.....	Ottawa	do	do	do
20	Mullin & Co.....	do	27	3 44	Compagnie Man- ufacturière.....	St. Gabriel de Brandon, Q.	do	do	do
21	Jas. Bye.....	do	28	4 00	D. McCrae.....	Guelph, O	do	do	do
22	J. Moore.....	do	29	3 00	Mrs. J. Moore.....	Ottawa	do	do	do
23	Jennie Forbes.....	do	30	15 00	Miss Mavesaux..	Toronto	do	do	do
24	Nap. Tessier.....	do	30	1 20	"L'Evenement"	Quebec	do	do	do
25	B. C. Marteinson..	do	30	5 00	Johannes Jons- son.....	Gimli, M.	do	do	do
26	Miss Lizzie Martin	June	—	2 00	Miss Isaac.....	Lauriston, O	do	do	do
27	Mrs. C. McDonald	do	—	5 00	Miss S. J. Mc- Donald.....	Douglasstown..	do	do	do
28	Mrs. Lewis.....	do	—	20 00	Geo. A. Kemble..	Orangeville, O	do	do	do
29	Sarah C. Welling- ton.....	do	1	2 00	Maggie Patton..	Lisle, O	do	do	do
30	Mrs. H. Graham.....	do	4	1 00	Mrs. D. McLeL- lan.....	Ottawa	do	do	do
31	R. Webster.....	do	5	2 00	Hy. Webster.....	do	do	do	do
32	Geo. H. Sparks.....	do	5	10 00	Geo. Howell.....	Vernon	do	do	do
33	F. E. Dann.....	do	5	10 00	Mrs. F. E. Dann	Clear Creek, O	do	do	do
34	Mrs. Wm. Tufts.....	do	5	2 00	Mrs. W. S. Terry	Victoria, B.C.	do	do	do
35	J. Sanderson.....	do	9	1 05	Wm. McBride..	Winnipeg, M.	do	do	do
36	Mrs. Wm. Crofts..	do	11	5 00	C. W. Ewan.....	Toronto	do	do	do
37	Mrs. M. Perry.....	do	11	5 00	Wm. C. Perry..	do	do	do	do
38	Wm. Haines.....	do	11	6 00	J. Haines.....	Dixie, O	do	do	do
39	Mrs. A. C. McLeod	do	11	3 00	Mrs. W. N. Mills	Truro, N.S.	do	do	do
40	Marok Berry.....	do	12	10 00	H. Thornton... do	St. Thomas, O	do	do	do
41	A. Ferris.....	do	13	2 00	E. S. Miller.....	do	do	do	do
42	S. S. Willison.....	do	15-16	6 00	Miss J. Willison	London, O	do	do	do
43	S. G. Shoemaker..	do	16	6 00	Mrs. S. G. Shoe- maker.....	Sarnia, O	do	do	do
44	Geo. F. Jones.....	do	16	3 00	Mrs. Geo. F. Parkhill, O.....	do	do	do	do
45	H. E. Leacy.....	do	18	0 25	Mrs. H. J. Mc- Ginn.....	Cardinal, O	do	do	do
46	Mrs. W. A. Young	do	18	2 00	W. A. Young...	Seaforth, O	do	do	do
47	Isaac Allan.....	do	19	5 00	Mrs. Isaac Allan	Toronto J'nction	do	do	do
48	Mrs. P. T. McCal- lum.....	do	20	10 00	The T. Eaton Co.	Toronto	do	do	do
49	J. Winfield.....	do	20	3 00	Bell Organ Co...	London, O	do	do	do
50	John Lindsay.....	do	20	50	Miss L. J. Har- rison.....	Newcastle, N.B.	do	do	do
51	W. J. Doherty ..	do	20, 22	1 00	F. H. Barron....	Toronto, O	do	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidences of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1896.	\$ cts.					
52	Mde. G. Dussault.	Les Ecureuils, Q.	June 22	3 00	Odilon Ratté.	St. Sauveur, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
53	Adam Magill.	London, O.	do	5 00	Miss M. Magill.	Ingersoll, O.	do	do	1
54	Mrs. E. W. Kitchen	Lovering, O.	do	Stamps 75	T. Eaton Co.	Toronto, O.	do	do	
55	Mrs. Robt. Graham	Queen St. E., Toronto.	do	6 00	Robt. Graham	Emsdale, O.	do	do	
56	J. Couture	Quebec, Q.	do	4 00	J. Couture.	Sorel, Q.	do	do	7
57	Miss Bell	Gravenhurst, O.	do	1 00	Mrs. Bell	Hamilton, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	
58	Jennie Hughes.	Sault Ste. Marie, O.	do	10 00	Paul Briar	Davenport Road, Toronto.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
59	Jas. Hunter	Plattsville, O.	do	5 00	Ethel Hunter	Toronto, O.	do	do	1
60	G. Clarke.	Boileau, Q.	do	2 00	Miss Rhynas.	Hudson, Q.	do	do	
61	Dr. Sinclair.	Paris, O.	do	10 00	C. M. Sinclair	St. Thomas	do	do	
62	C. F. Moorehouse.	Toronto, O.	do	2 00	Th's Moorehouse	Elora, O.	do	do	
63	John Baker	North Toronto, O.	do	5 00	Mrs. John Baker	Marsville, O.	do	do	
64	Jas. Ewart	Midland Station, O.	do	4 00	St. Lawrence & Chicago Steam Nav. Co.	Toronto	do	do	
65	Mrs. John King	Bird's Creek, O.	do	20 00	J. C. Deas & Co.	Madec, O.	do	do	
66	J. M. Lott & Co.	Courtright, O.	do	2 15	Miss Ida Rondon	St. Thomas, O.	do	do	
67	Mgr. F. X. Baesse	St. Charles de Caplin, Q.	do end	2 00	Mlle. Leopoldine Ouellet.	Montreal, Q.	do	do	
68	Mrs. H. McLaw.	Beeton, O.	July 1	1 00	Mrs. Jas. Jermyn	Toronto, O.	do	do	
69	A. P. Choate	Toronto, O.	do	50 00	T. A. Choate	Norwood, O.	do	Contents of this letter made good by the Postmaster of Norwood, who, without authority, forwarded the letter to another post office.	3

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70	John Carswell	Platysville, O.	do	2	1 55	W. H. Miller	Seyvern Bridge, O.	do	No trace owing to want of registration.
71	Mary Jenkins	Toronto, O.	do	3	3 00	Matthew Elliott	Singhampton, O.	do	do
72	F. Mills & Co.	Knowlton, Q.	do	3	55 00	Eastern Town- ship Bank.	Cowansville, Q.	do	do
73	H. S. Pettit	Delhi, O.	do	4	12 00	Jas. Cowan & Co.	London, O.	do	do
74	P. Terriff	Belmore, O.	do	6 or 8	2 50	Bank of Com- merce.	do	do	do
75	A. J. Lindsay	Montreal, Q.	do	6	5 00	Miss Violet Lindsay.	Chaudiere Basin, Q.	do	do
76	J. T. Kearns	Chesterville.	do	6	\$70 & stamps 19c.	Union Bank.	Winchester, O.	do	Still under inquiry
77	J. T. Miller	York St P. O., Toronto.	do	7	2 00	Mrs. Ellen Miller	Lindsay, O.	do	No trace owing to want of registration.
78	Miss Kate Hodgson	London East, O.	do	7	7 00	Mrs. R. Hodgson	Brinsley, O.	do	do
79	Mrs. Jas. Murray	Kingston, O.	do	7	2 00	Miss Kate Mur- ray.	Stouffville, O.	do	do
80	James Hartley	Mount Vernon, O.	do	8	3 00	Miss Jennie Cairns.	Toronto, O.	do	do
81	Nelson Johnson	Newmarket, O.	do	8	4 00	Chas. Raymond.	Guelph, O.	do	do
82	Mrs. Wm. Adams	St. Thomas, O.	do	10	1 50	Mrs. E. Ostran- der.	Port Burwell, O.	do	do
83	Mrs. Wm. Hewlett	Ottawa, O.	do	10	1 00	Miss Hewlett.	Montreal, Q.	do	do
84	Chs. Duveluy	Montreal, Q.	do	10	10 50	P. Guevremont	Sorel, Q.	do	do
85	Adam Magill	London, O.	do	10	2 00	Miss May Magill	Ingersoll, O.	do	do
86	N. Philips	North Bay, O.	do	10	5 00	W. H. Philips	Springford, O.	do	No trace owing to want of registration.
87	Naz. Breton	Montreal, Q.	do	10	9 00	Abraham Bernier	Stadacona, Q.	do	do
88	D. P. Pettjohn	Grand Forks, B.C.	do	11	10 00	The F. Eaton Co	Toronto, O.	do	do
89	T. W. Repper	Woodstock, O.	do	12	1 00	Mrs. J. T. Repper	Orillia, O.	do	do
90	Geo. Taylor	St. Thomas, O.	do	12	3 00	Thos. McEath.	Woodstock, O.	do	do
91	Jos. Gosselin	Charlottetown, P.E.I.	do	12	20 00	Delphina Gosse- Levis.	Notre Dame de Levis, Q.	do	do
92	Mrs. F. X. Haame- lin.	St. Polycarpe, Q.	do	13	50 00	Mrs. May & Co.	Montreal, Q.	do	do
93	Ed. A. Gingras	Chateau Richer, Q.	do	13	1 50	L. J. Demers & freze.	Quebec, Q.	do	do
94	Annie E. Farr	Woodstock, O.	do	14	4 00	Mrs. Jos. Farr	Davenport, O.	do	do
95	Kate Gormley	Princeton, P.E.I.	do	14	2 00	Mrs. John Gorm- ley.	Charlottetown, P.E.I.	do	do
96	Mrs. J. Kennedy	Douglasstown, Q.	do	15	1 35	T. Eaton Co.	Toronto, O.	do	do
97	Rev. R. B. Rowe	Lynedoch, O.	do	16	1 00	Bertie Rowe	Ormsagh, O.	do	do
98	D. McMaster	Toronto, Union Ry. Station.	do	16	5 00	Mrs. Dr. John McMaster.	Utopia, O.	do	do
99	Jas. O'Reilly	Railton, O.	do	16	5 00	E. J. O'Reilly	Portage La Prai- rie, M.	do	do
100	H. Dick	Chateau Richer, Q.	do	17	22 50	J. S. Prince & Co	Montreal, Q.	do	do
101	A. J. Nie	Oswald, M.	do	17	1 03	A. E. Crate.	Toronto, O.	do	do
102	Mrs. F. Walton	Wilberforce, O.	do	17	3 00	E. J. Boomer	London, O.	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
103	Mrs. W. E. Edgecombe.	Scotshburn, N.S.	1896.	\$ cts. 10 00	Mrs. Geo. Campbell.	Folly Village, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
104	Jas. Hardy	Toronto, O.	do	25 00	Mrs. Hardy	Port Sydney, O.	do	do	
105	J. C. Dwyer	On ry. train at Duncan Station, B.C.	do	15 00	Pemberton & Sons.	Victoria, B.C.	do	do	
106	C. Crobar	Dixon's Corners, O.	do	1 00	Wm. Briggs	Toronto, O.	do	do	
107	Mrs. F. Walton	Wilberforce, O.	do	1 00	E. J. Boomer	London, O.	do	do	
108	O. P. Brown	Ottawa, O.	do	0 25	G. A. Kingston	Toronto, O.	do	do	
109	O. P. Brown	West Quaco, N.B.	do	15 00	W. F. Harrison & Co.	St. John, N.B.	do	do	
110	John Whitney	York St. Branch P. O., Toronto	do	4 00	Mrs. John Whitney	Ardrea, O.	do	do	1
111	Alfred Garrod	Gravenhurst, O.	do	7 00	Mrs. Sarah Garrod.	Barrie, O.	do	do	
112	Miss Lulu Murray	Oakwood, O.	do	5 00	Mrs. Geo. Murray.	Montreal, Q.	do	do	
113	Jno. Carswell	Plattsville, O.	do	1 55	W. H. Miller	Severn Bridge, O.	do	do	
114	Mrs. F. Brough	Hamilton, O.	do	3 00	Libbie McCallow.	Springford, O.	do	do	
115	Madame Adams	St. Clet, Q.	do	7 20	H. A. A. Brault.	Montreal, Q.	do	do	
116	W. H. Kenyon	Nanaimo, B.C.	do	Stamp\$0 21	Mrs. W. H. Kenyon.	Blainey's Crossing, B.C.	do	do	
117	N. Chute	Laakeview, O.	do	1 12	W. M. Douglas.	Toronto, O.	do	do	3
118	Thomas Link	London East, O.	do	1 00	Mrs. Thos. Link.	Ridgetown, O.	do	do	
119	W. J. Robinson	Amherstburg, O.	do	1 00	Mrs. W. J. Robinson.	Port Maitland, O.	do	No trace owing to want of registration.	1

Stolen by Jas. E. Graham, an assistant in the London East Post Office, who was tried and sentenced to three years in penitentiary. Loss made good by prisoner's friends. See Cases Nos. 138, 160, 174 and 182, Class B.

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120	Josephine Caisee..	Laachine, Q.....	do	30	1 55	Mdme. J. Bte Beaudry..	Montreal, Q.....	do	do	1
121	Geo. Bessie.....	Hollen, O.....	do	31	3 00	John H. Bessie..	Whitevale, O.....	do	do	
122	G. B. Housser.....	Carberry, M.....	do	—	2 00	A. D. Irish.....	Winnipeg, M.....	do	do	
123	Col. Elliott.....	Toronto, O.....	do	—	10 00	Mrs. C. G. Jones	Montreal, Q.....	do	do	
124	W. H. Colborne..	Ottawa, O.....	Aug.	1	8 64	M. G. R. Renfrew	Renfrew, O.....	do	do	
125	Gray & Co.....	Duntroon, O.....	do	1	8 87	Creanery.....	Toronto, O.....	do	do	
126	Thos. Burnett.....	London, O.....	do	1	10 00	Caldecott, Bur- ton & Spence..	do	do	do	
127	A. O. Veitch.....	Bayham, O.....	do	—	0 75	Mrs. A. Burnett..	do	do	do	
128	Mrs. Bristow.....	Vancouver, B.C.	do	1	4 00	The "Globe"....	do	do	do	
129	John Sims.....	Copetown, O.....	do	1	5 00	Jos. Bristow....	Hayesjoc, O.....	do	do	
130	Jas. R. Pringle.....	St. Catharines, O	do	1	4 00	Mrs. M. E. Mc- Peterboro', O...	do	do	do	
131	Geo. Patterson.....	Calgary, Alta....	do	1	10 00	Namara.....	Hamilton, O.....	do	do	
132	Marion Kilby.....	St. Catherine St. Branch, Mon- treal.	do	3	3 00	Pilkey Bros.....	Vancouver, B.C.	do	do	
133	Mary Baldwin.....	Montreal, Q.....	do	3	5 00	O. E. Brown.....	Hamilton, O.....	do	do	
134	Miss B. Suffron.....	Stewarton, O.....	do	3	5 00	Beatrice Kilby..	Toronto, O.....	do	do	
135	Rev. M. Downie.....	Watford, O.....	do	3	2 00	Mrs. Wm. Suff- ron.	Northcote, O.....	do	do	
136	James C. Jones.....	Halifax, N.S.....	do	4	1 00	Miss Downie....	Toronto, O.....	do	do	
137	Charles Dreeseke..	Dundas, O.....	do	4	3 00	Wm. Barber & Bros.	Georgetown, O..	do	do	
138	Mrs. C. Anglin.....	Kingston, O.....	do	4	1 93	Mrs. Chas. Drae- seke.	Burk's Falls, O..	do	do	
139	Mrs. J. Smith.....	London East, O...	do	4	1 00	F. C. Daniel & Co	Toronto, O.....	do	do	
140	Jas. Whiteside.....	Delhi, O.....	do	4	15 00	C. H. Partridge..	do	do	do	
141	Wm. Ferguson.....	Goderich, O.....	do	5	10 00	R. C. Macfie & Co	London, O.....	do	do	
142	Miss Alice Pike.....	Dalhousie, N.B..	do	5	5 15	Eva Ferguson....	Paris, O.....	do	do	
143	R. H. Burke.....	Hilledale, O.....	do	7	1 00	Mrs. Holden....	Point St. Charles, Montreal.	do	do	
144	Jas. Munro.....	Beaverton, O.....	do	8	2 00	Mrs. R. H. Burke	Dovercourt, O..	do	do	
145	Mrs. Jas. Wright..	Kamloops, B.C..	do	8	0 75	Mrs. Jas. Munro	Salem, O.....	do	do	
146	Wm. Osburn.....	Cannington, O..	do	8	5 00	W. A. Murray & Co.	Toronto, O.....	do	do	
147	Geo. Laing.....	Bayham, O.....	do	9	22 00	Ellic Lowe.....	do	do	do	
148	Wm. Chambers.....	F Jarvis, O.....	do	10	1 00	E. Adams & Co..	London, O.....	do	do	
149	Miss B. Leville.....	Ottawa, O.....	do	10	5 00	H. A. Bravit....	Montreal, Q.....	do	do	
150	Mrs. A. M. Jewell..	Napanee Stn., O..	do	10	2 00	Jas. Leville.....	do	do	do	
151	Magee & Gillespie.	Keewatin, O.....	do	11	10 00	T. C. Jewell....	Whitby, O.....	do	do	
152	C. H. Crofts.....	Chatham, O.....	do	11	20 00	Mrs. A. David..	Durham, O.....	do	do	
153	A. E. Emery.....	Toronto, O.....	do	11	3 00	son.	Ingoldshy, O.....	do	do	
154	Samuel Boles.....	Winnipeg, M.....	do	12	5 00	M. E. Crofts....	Gravenhurst, O.	do	do	
155	J. J. Prevost.....	Ange Gardien, Q	do	12	2 00	Gordon Tudhope	Port Sydney, O..	do	do	
						A. L. Bryner....	Montreal, Q.....	do	do	
						G. H. Chevrier..		do	do	

3

See Case No. 118, Class B.
No trace owing to want of registration.

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B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation
					Name.	Place.			
156	Jos. Hudon	Trois Pistoles, Q.	Aug. 12	0 50	H. A. A. Brault.	do	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
157	Jos. Baird	Toronto, O.	do	1 00	Mrs. Jos. Baird.	Orangeville, O.	do	do	1
158	S. L. Gorbell	St. John, N. B.	do	3 00	T. K. Gorbell.	Shediac, N. B.	do	do	
159	J. A. Donaldson	Toronto, Dundas St. Branch.	do	3 00	Mrs. J. A. Donaldson.	Winnipeg, M.	do	do	
160	The T. Eaton Co.	Toronto, O.	do	0 71	J. F. White.	Red Wood, O.	do	do	
161	Miss B. Hayman	London East, O.	do	4 00	Mrs. Wm. Hayman.	Toronto, O.	do	See Case No. 118, Class B.	
162	A. Wilson & Sons	Halifax, N.S.	do	10 00	E. H. Arbuckles.	Ponds Mingomist, N.S.	do	No trace owing to want of registration.	3
163	M. B. Robinson	Upper Melboume, Q.	do	5 00	Mrs. Mackay	Montreal, Q.	do	do	
164	J. Trepannier	Montreal, Q.	do	2 00	Mrs. Jos. Trepannier.	Quebec, Q.	do	do	1
165	J. Berthiaume	St. John Suburb, Q.	do	2 00	Mme. Joseph Parent.	St. Henri de Montreal.	do	do	
166	A. Chiabholm	Mahone Bay, N.S.	do	20 00	G. N. C. Hawkins	Lunenburg, N.S.	do	Evidence in this case showed that the letter was carelessly treated at the Mahone Bay post office. The post-master of that office accordingly made good contents.	3
167	A. D. Hall	Walkerville, O.	do	2 00	Walter Hall	Lottia.	do	No trace owing to want of registration.	
168	F. B. Hopkirk	Parry Sound, O.	do	27 00	Mrs. Hopkirk	Ottawa, O.	do	do	
169	A. Lewis	Montreal, Q.	do	10 00	Mrs. A. Lewis	do	do	do	
170	Mrs. Wm. Clark	Brockville, O.	do	12 00	Mr. Bush	do	do	do	1
171	Wm. Douglas	Montreal, Q.	do	15 00	Wm. A. Douglas	Toronto, O.	do	do	
172	Wm. B. Ford	Woodstock, O.	do	20 00	Mrs. E. Springer	Ingersoll, O.	do	do	
173	D. J. McCowell	Goderich, O.	do	5 00	Mrs. W. McCowell.	do	do	do	
174	Daniel Black	London East, O.	do	16 00	A. Christopher	do	do	See Case No. 118, Class B.	3
175	W. J. Boles	Brampton, O.	do	11 00	Charlotte Boles	Colbeck, O.	do	No trace owing to want of registration.	
176	R. T. Gray	Dunroon, O.	do	1 50	The "Mail"	Toronto, O.	do	do	1
177	Donald McNiven	Barrie, O.	do	2 00	Jessie McNiven.	Harriston, O.	do	do	

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178	Charles Fortier...	Valleyfield, Q...	do	21	6 00	P. Pinsonneault. St. Henri de Montreal	do	1
179	H. L. Stearns...	Midland, O...	do	22	2 00	Mrs. H. I. Stearns. Montreal, Q	do	7
180	Mrs. Jas. Corbett	Barrie, O...	do	22	2 00	Annie Nicholls. Toronto, O...	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.
181	A. Montgomery.	Toronto, O...	do	22	2 00	Annie M. (Goodwin). Paris, O...	Stated not to have been received by the person addressed.	No trace owing to want of registration.
182	Mrs. T. B. Escott.	London East, O.	do	22	10 00	Miss C. Tinkhyer. Creilton, O.	do	3
183	C. Gagnon.	Montreal, Q	do	23	6 00	Mde. C. Gagnon. Papineauville, Q	do	3
184	F. X. Larochele.	do	do	23	4 00	Mederic Martin. St. Eustache, Q	do	1
185	Memo Zeller.	German Mills, O.	do	24	1 00	News Printing Co. Toronto, O	do	3
186	Florence McNiven	Barrie, O	do	24	2 00	Jessie McNiven. Harrison, O	do	3
187	J. L. Newton	Ingersoll, Ont.	do	24	12 00	Rev. T. A. Moore. Falmerston, O	do	3
188	Mrs. Willard	Beaumaris, O.	do	25	2 00	Dixon Bros. Hamilton, O	do	3
189	Mrs. Reuben Miller	do	do	25	1 00	do	do	3
190	J. Lamontagne.	Montreal G.T.R. Station.	do	25	5 00	Dame Jules La. St. Roch de Quebec, Q	do	3
191	John G. Sisterton.	St. Catharines, O	do	26	7 00	Mrs. M. F. Badgley. Union, O...	do	3
192	Mr. Gauld	Canterbury Stn., N.B.	do	27	10 00	Jas. Linton & Co. Montreal, Q...	do	3
193	Wm. Robson.	Plumper Pass, B.C.	do	27	2 00	Mrs. Bowman. Victoria, B.C...	do	3
194	Geo. Yone.	Gladwyn, N.B.	do	27	5 00	Connell Bros. Woodstock, N.B.	do	3
195	Fred Hunt.	York St. Branch, Toronto.	do	28	5 00	Mrs. T. Hunt. Craigvale, O...	do	3
196	Thos. Tricker	Barrie, O.	do	28	4 00	R. Clegg. Claude, O	do	3
197	Capt. Lewis Sponagle.	West Dublin, N.S.	do	28	7 00	Messrs. Brown & Halifax, N.S. Webb.	do	3
198	Miss E. C. Rush.	Cobourg Stn., O.	do	28	3 66	A. W. Roffe. Toronto, O	do	3
199	Peter Clark.	Kingston, O	do	29	2 00	Mrs. P. Clark. Lonsdale, O	do	3
200	W. Freeman	Walkerville, O	do	30	2 00	Mrs. W. Freeman. Galt, O.	do	3
201	Mrs. W. E. Zimmernan.	Hespeler, O.	do	31	4 00	Mrs. R. Jasper. Burlington, O...	do	3
202	R. A. Phair	Port Sandfield, O	do	31	5 00	W. J. Dunster. Kintore, O.	do	3
203	A. F. MacLaren	Toronto	do	31	6 00	Mrs. MacLaren. Montreal, Q	do	3
204	S. E. Rorabeck	Peterboro', Ry. Station, O.	do	31	24 00	Mrs. S. E. Rora. Cobourg, O.	do	3
205	M. Lawrence	St. Jean de Matha, Q.	do	31	10 00	M. Lippe. Joliette, Q.	do	3
206	J. E. Steacy	Warburton, O	Sept.	1	1 00	J. J. Morrison. Toronto, O.	do	3
207	J. L. Miller	Kingston, O	do	1	5 00	Mrs. J. L. Miller. Niagara-on-the-Lake, O	do	3
208	G. W. Calvert	Oakville, O.	do	1	10 00	Rev. D. Cattie. Burk's Falls, O.	do	3
209	M. J. Malone	Pierreville Mills, Q.	do	1	3 50	Miss Lebourd. Spencer Cove, Q	do	3
210	Mary Case.	Toronto, O.	do	2	5 00	Mrs. A. Case. Teeswater, O.	do	3

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of an abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappraisal.
					Name.	Place.			
			1896.	\$ cts.					
211	Miss A. McDonald	Listowel, O.	Sept. 2	3 00	Miss N. McDon- ald.	Madoc, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
212	C. R. Westgate	Montreal, Q.	do	10 00	Mrs. C. R. West- gate.	West-Davisville, O.	do	do	
213	D. McDiarmid	Carleton Place C. P. R. Stn., O.	do	10 00	Mrs. D. McDiarmid.	Sault Ste. Marie, O.	do	do	
214	Thos. Mitchell	Grand Valley, O.	do	10 00	Mrs. C. Mitchell	Toronto, O.	do	do	
215	C. W. Cryderman	Walkerton, O.	do	2 00	Miss A. Cryder- Lindsay,	O.	do	do	
216	Miss A. F. Ferguson.	Cookstown.	do	1 00	man.	Ingersoll, O.	do	do	
217	Miss J. Brown	Winnipeg, M.	do	6 00	W. L. Brown	Marquette, M.	do	do	
218	F. G. Brown	Brownsville	do	2 00	Globe Print'g Co.	Toronto, O.	do	do	
219	Miss Olive Peacock	Windsor, O.	do	2 00	Beatrice Forsyth	Orangeville, O.	do	do	
220	Miss M. LaDell	Toronto, Bath- urst St. Br.	do	1 00	W. L. Cosgrove	Wingham, O.	do	do	
221	Geo. E. McTee	Vancouver, B. C.	do	150 00	Wm. Mashiten.	Squamish, B. C.	do	do	
222	Mrs. J. Newton	Strathroy, O.	do	10 00	W. Robinson	Bradford, O.	do	do	
223	Mrs. Shortt	Toronto, O.	do	10 00	Miss Shortt	Kingston, O.	do	do	
224	P. B. Wallace	do	do	1 45	Miss M. J. Feagan	Auburn, O.	do	do	
225	J. L. Palmer	Ingersoll, O.	do	8 00	Mrs. C. A. Balmer	Fine Grove, O.	do	do	
226	Mrs. Wm. Reid	Cobourg, O.	do	2 00	Laura McQuoid	Toronto, O.	do	do	
227	Miss Inasley	Montreal, Q.	do	20 00	Mrs. S. Lewis	Ottawa, O.	do	do	
228	Wm. Bennett	Toronto (Union Station).	do	3 00	Mrs. Ellen Ben- nett.	Fergusonvale, O.	do	do	
229	W. Barber	Hespeter, O.	do	5 00	A. A. Simpson	Toronto, O.	do	Suspicion in this case, as well as in the cases of other ordinary letters con- taining money addressed to Toronto which failed to reach the hands of the persons addressed, rested on an em-	4

Post Office Department.

230	F. S. Jarvis.....	Montreal and re- posted at (alt.)	do	8	Mrs. F. Torrance	do	do	do	1
231	Mr. Doig.....	Lisle, O.....	do	8	Mrs. Doig.....	Gorrie, O.....	do	do	do
232	Wm. Palen.....	Toronto, O.....	do	10	Mrs. Wm. Bowen.....	Montreal, Q.....	do	do	do
233	W. H. Goodhue.....	Port Stanley, O.....	do	11	Molson's Bank.....	St. Thomas, O.....	do	do	do
234	Mrs. R. Kenny.....	Owen Sound, O.....	do	13	Mrs. R. Gallagher.....	Toronto, O.....	do	do	do
235	F. W. Churchill.....	Collingwood, O.....	do	13	E. de la Hooke.....	London, O.....	do	do	do
236	J. A. Flavell.....	Winnipeg, M.....	do	14	J. W. Carter.....	Toronto, O.....	do	do	do
237	Miss Laura Ste- phenson.....	Penetanguishene O.....	do	15	J. C. Morgan.....	Barrie, O.....	do	do	do
238	Hicks & Noonan.....	Perth, O.....	do	16	McLaughlin Car- riage Co.....	Oshawa, O.....	do	do	do
239	C. W. Batrick.....	Deseronto, O.....	do	17	C. W. Batrick.....	Laskey, O.....	do	do	do
240	J. C. Blair.....	St. Thomas, O.....	do	17	Mrs. J. C. Blair.....	Toronto, O.....	do	do	do
241	A. E. Fellow.....	Cobourg Stn. O.....	do	19	Mrs. A. E. Fellow.....	do	do	do	do
242	G. R. Lancefield.....	Postal car on Tor- onto and Gra- venhurst Ry.	do	19	Mrs. A. Chisholm.....	Guelph, O.....	do	do	do
243	Rev. Geo. Kennedy.....	Ingersoll, O.....	do	21	Miss. H. Drake.....	Stratford, O.....	do	do	do
244	Herman Steger.....	Montreal, Q.....	do	21	Mrs. Hansine Steger.....	Collingwood, O.....	do	do	do
245	M. Crispo.....	Harbau Bouché, N. S.....	do	22	Merchants' Bank of Halifax.....	Antigonish, N. S.....	do	do	do
246	P. J. McCoy.....	Hochelega, Q.....	do	22	Jas. Huddlstone.....	Montreal, Q.....	do	do	do
247	G. Tumoth.....	Belmont, M.....	do	23	E. A. Greathed.....	Winnipeg, M.....	do	do	do
248	Watrous Engine Co.....	Winnipeg, M.....	do	24	J. S. Crawford.....	Birtle, M.....	do	do	do
249	Murdoch McKen- zie.....	Guelph, O.....	do	24	Mrs. Murdock McKenzie.....	Toronto, O.....	do	do	do
250	Alf. Tester.....	East Sherbrooke, Q.....	do	25	B. T. Sellars.....	Turcoote Village, Montreal.....	do	do	do
251	Albert Jones.....	Montreal, Q.....	do	25	W. J. Jones.....	Montreal, Q.....	do	do	do
252	J. M. Reade.....	Railway P. O. at Leamington, O.....	do	25	Mrs. F. A. Reesor.....	Markham, O.....	do	do	do
253	J. S. Crawford.....	Point Edward, O.....	do	25	Rev. R. J. Warner.....	St. Thomas, O.....	do	do	do
254	Thos. Banks.....	Penetanguishene, O.....	do	25	T. W. Weldon.....	London, O.....	do	do	do
255	Campbell McLean.....	London, O.....	do	27	Mrs. McLean.....	Toronto, O.....	do	do	do
256	Mrs. Coxwell.....	Toronto, O.....	do	27	John Chapman.....	Tilsenburg, O.....	do	do	do
257	D. P. Foster.....	De Cewsville, O.....	do	28	News Printing Co.....	Toronto, O.....	do	do	do
258	Saml. Heath.....	Stratford, O.....	do	28	John Young.....	Hamilton, O.....	do	do	do
259	Rev. Père Porte- lance.....	St. Anne de Prescott, Q.....	do	28	F. N. Favre.....	St. Sauveur de Québec, Q.....	do	do	do
260	P. F. Lefebvre.....	Massey Station, O.....	do	29	Rt. Rev. R. A. O'Connor.....	Peterboro', O.....	do	do	do

ployee of the Toronto post office, who was in consequence removed from the service. See Cases Nos. 233, 249, 266, 310, 316, 371, 380, 409, 411, 431, Class B. No trace owing to want of registration.

See Case No. 229, Class B. No trace owing to want of registration.

See Case No. 229, Class B. No trace owing to want of registration.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptitulation.
					Name.	Place.			
261	A. J. Rason.....	Cannington, O.	1896. Sept. 29	\$ 2 00 cts.	Mrs. A. J. Rason	St. Mary's, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
262	Peter Marshall....	Stratford, O	do	0 50	Mrs. Peter Marshall	Ingersoll, O.	do	do	
263	Miss Mary May....	Mount Vernon, O	do	3 00	Miss Lena May	Cannington, O.	do	do	
264	D. B. Foster.....	De Cewsville, O.	Oct. 1	1 00	News Publishing Co.	Toronto, O.	do	do	
265	Eibel Harris.....	Belleville, O	do	3 00	J. Callaghan	Belleville, O	do	do	
266	Murdoch McKenzie	Guelph, O	do	5 00	Mrs. McKenzie	Toronto, O	do	do	
267	John Stewart.....	Rusholme Road, O.	do	2 00	Miss Jessie Stewart	Prospect Hill, O.	do	do	See Case No. 229, Class B.
268	A. J. Rason.....	Peterboro', O. C. P. Ry. Sta.	do	1 00	Mrs. A. J. Rason	St. Mary's, O.	do	do	
269	Jas. Craig.....	Abbotsford, B.C.	do	1 00	Vancouver World	Vancouver, B.C.	do	do	
270	Mrs. S. Hogarth....	Toronto, O.	do	4 25	Miss White	Strathairn, O.	do	do	
271	W. P. McKim.....	Deloraine, M.	do	10 27	G. W. Cranston	Winnipeg, M.	do	do	
272	Wm. Prescott.....	Baie Verte, N.B.	do	7 00	Miss M. A. Prescott	Fredericton, N.B.	do	do	
273	Miss M. L. Lemoine	Quebec, Q.	do	1 00	Miss B. LeMoine	Beaulieu, Q.	do	do	
274	Miss W. Moore.....	Toronto, O.	do	20 00	Mrs. F. McTul	Troga, O.	do	do	
275	P. D. Sprung.....	Gananoque, O.	do	5 00	Mrs. P. D. Sprung	Belleville, O.	do	do	
276	Frs. Dinan.....	Quebec, Q.	do	5 00	Miss M. Sheridan	Montreal, Q.	do	do	
277	A. P. Cameron.....	South Finch, O.	do	15 00	McIntyre & McDonald	Oxford Mills, O.	do	do	
278	Robert Beggs.....	Montreal, Q.	do	10 00	Miss E. M. Beggs	Hawkesbury, O.	do	do	
279	A. R. McLachlin....	Commanda, O.	do	5 00	A. K. Melbourne	Hamilton, O.	do	do	
280	Eibel Simpson.....	Galt, O.	do	1 00	David Bell	Rockton, O.	do	do	
281	Mrs. S. Hogarth....	Toronto, O.	do	4 25	Miss White	Strathairn, O.	do	do	
282	Helen Tollhurst....	Riverside, O.	do	6 00	Jos. Richards	Montreal, Q.	do	do	
283	C. N. Armstrong	Montreal, Bona-venture Stn., Q.	do	4 00	C. J. Armstrong	Kingston, O.	do	do	
284	Wm. Fd. Apple	Grand Valley, Q.	do	2 75	The Robert	Toronto, O.	do	do	

Post Office Department.

285	T. R. Stafford	Toronto, O.	do	8	4 00	Simpson Co. Mrs. Wm. Ste- Lorraine, O.	do	do	do
286	Jane Milloy	Montreal, Q.	do	9	5 00	phenson. Mrs. Thos. Foley Creemore	do	do	do
287	Irsel Fare	Ottawa, O.	do	9	1 00	Leon Landry Montreal, Q.	do	do	do
288	C. Landry	Maripolis, M.	do	10	13 86	Imperial Oil Co. Winnipeg, B.C.	do	do	do
289	Mrs. Power	Kamloops, B.C.	do	10	2 00	C. E. Jones Victoria, B.C.	do	do	do
290	Mr. Frank	Byron, O.	do	12	3 00	N. Frank Strathroy, O.	do	do	do
291	M. N. Phillips	Wabash, O.	do	12	1 00	News Printing Toronto, O.	do	do	do
292	Harriet Belt	Toronto, O.	do	12	2 00	Miss L. Johnston Cashtown, O.	do	do	do
293	M. McKenzie	Guelph, O.	do	12	5 00	Mrs. M. McKen- zie Toronto, O.	do	do	do
294	Mrs. Enos Kempton	Milton, N.S.	do	12	1 00	Harry L. Kemp- ton Wolfville, N.S.	do	do	do
295	P. M. Safford	Salford, O.	do	13	0 63	W. N. Bewell Whitby, O.	do	do	do
296	M. N. Philip	Wabash, O.	do	13	1 00	News Printing Toronto, O.	do	do	do
297	Mrs. M. McCrae	Niagara, O.	do	14	2 50	Mrs. H. H. Ma- crae do	do	do	do
298	Mrs. N. J. Fraser	Westmount, Q.	do	14	9 00	Mrs. W. R. Mc- Kingston, O.	do	do	do
299	H. O. Thompson	Duntroon, O.	do	15	Stamp 25	Rae Editor of News Toronto, O.	do	do	do
300	N. M. Carswell	Joliette, Q.	do	15	3 00	Daily Witness Montreal, Q.	do	do	do
301	Rev. W. R. John- ston	Parkdale, M.	do	15	11 00	Hughes & White Winnipeg, M.	do	do	do
302	E. H. Kelcey	Loring, O.	do	16	Stamp 75	Toronto Evening News Toronto, O.	do	do	do
303	D. Graham	Wardsville, O.	do	16	5 00	London Mutual Insurance Co. London, O.	do	do	do
304	Harry Woodland	Ottawa, O.	do	18	5 00	Mrs. H. Wood- land Toronto, O.	do	do	do
305	Mrs. G. T. McLeod	Ingersoll, O.	do	18	1 00	Miss Mary Mc- Leod Kendal, O.	do	do	do
306	John Hendry	Toronto Postal Car, O.	do	19	2 00	Mrs. J. R. Mc Millan North Keppel, O.	do	do	do
307	James Tucker	Portage laPrairie M. Nesbitt, M.	do	20	2 00	Mrs. W. Mansell Mile End, Mont- real, Q.	do	do	do
308	John McFarlane	Nesbitt, M.	do	20	2 00	Family Herald & Weekly Star Montreal, Q.	do	do	do
309	Mrs. Mary Purdy	Lunenburg, N.S.	do	20	9 00	Mrs. Carter St. John, N.B.	do	do	do
310	Mrs. A. Rennison	Trenton, O.	do	22	2 00	Wm. Monkley Toronto, O.	do	do	do
311	W. B. Foulds	Ingersoll, O.	do	22	15 00	E. W. Foulds Toronto Junction O.	do	do	do
312	Mrs. A. Rennison	Trenton, O.	do	22	2 00	Mrs. H. Densen Toronto, O.	do	do	do
313	J. Martel & Son	Hull, Q.	do	22	40 00	W. Strachan & Co. Montreal, Q.	do	do	do
314	James Cameron	Waubaushene, O.	do	22	2 00	Mrs. D. Cameron Barrie, O.	do	do	do

No evidence to account for alleged dis-
crepancy.

No trace owing to want of registration.

No evidence to account for alleged dis-
crepancy.

No evidence to account for alleged dis-
crepancy.

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B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
315	Hector Clark.....	Toronto, O.....	1896. Oct. 25	\$ cts. 2 00	Mrs. S. E. Holli- day.	Gleneden, O.....	No trace owing to want of registration.	1	
316	K. Maloney.....	New York, U.S.	do 25	5 00	J. Maloney.....	Toronto, O.....	do	4	
317	Fannie E. Bellerby	Huttonsville, O.	do 25	5 00	Chas. T. Bellerby	McIntyre, O.....	See Case No. 229, Class B.		
318	W. A. Murray & Co.	Toronto, O.....	do 26	Stamps 0 47	Mrs. Fred W. White.	Ottawa, O.....	No trace owing to want of registration.		
319	F. Juneau.....	Montreal, Q.....	do 26	0 50	Michel (tuay)	St. Sauveur de Quebec.	do		
320	D. M. Morgan.....	Sutton Junction, Q.	do 27	12 50	Eastern Town- ship Bank.	Cowansville, Q..	do		
321	Mrs. G. W. Robin- son.	Ayer's Flat, Q..	do 27	5 00	Thos. May & Co.	Montreal, Q.....	do		
322	D. N. Morgan.....	Sutton Junction, Q.	do 27	12 50	E. T. Bank.....	Cowansville, Q..	do		
323	Mrs. Thos. Kirk..	Guelpth Station Box, O.	do 27	10 00	Miss L. Hewson	Norval, O.....	do		
324	J. C. Gamble & Co.	Orangeville, O.	do 28	5 00	J. C. Gamble & Co.	Brockville, O.....	do		
325	J. W. Shaw.....	Gull Lake, Assa.	do 28	5 00	Jos. Richards.....	Montreal, Q.....	do		
326	T. Martin.....	Ottawa, O.....	do 28	7 00	Mrs. T. Martin.....	do	do		
327	H. F. Dennis.....	Galt, O.....	do 28	6 00	John Dennis.....	Mount View, O.	do		
328	C. H. Chant.....	Unionville, O.	do 29	25 00	H. B. Chant.....	Clinton, O.....	do		
329	G. B. Alexander..	Winnipeg, M.	do 30	2 00	Methodist Book Room.	Toronto, O.....	do		
330	Elizabeth Living- ston.	Fort Simpson, B.C.	do 30	21 00	The T. Eaton Co.	do	do		
331	H. Box.....	Ridgeway, O....	do 30	2 25	Dominion Corset Mfg Co.	Quebec, Q.....	do		
332	Mrs. Jas. Stott....	Postal Car, Van- couver.	do 30	7 00	Mr. Stott.....	Winnipeg, M....	do		
333	E. W. Smith.....	Montreal, Q.....	do 31	5 00	Miss E. C. Lee..	Sherbrooke, Q..	do		
334	Margaret Pring...	Schomberg, O....	Nov. 1	5 00	Mrs. Chs. Cooper	Toronto, O.....	do		
335	Margaret Pring...	Arden Stn., M.	do 1	10 00	Mrs. Henry Mar- tin.	do	do		

Post Office Department.

No.	Name	Address	Amount	Description	Date	Remarks
336	W. D. Hockin	Bloomfield, O.	1 00	News Printing Co.	do	do
337	Sarah Wright	Port Perry, O.	16 00	Mrs. J. A. Bez Wright	do	do
338	W. W. Inglis	Wingham, O.	2 00	Mrs. C. W. Inglis	do	do
339	T. Breuls	Caledonia Stn., O.	2 00	Mrs. T. Breuls	do	do
340	R. M. Watson	Kincardine, O.	10 00	W. H. Young	do	do
341	Mrs. W. A. Cooper	Sundridge	1 00	Mrs. George O'Dell	do	do
342	Stone & Wellington	Toronto, O.	3 00	Jas. R. Meddaugh	do	do
343	John McLachlan	Whitby Rwy. Station, O.	2 00	Miss Josie Woon	do	do
344	W. Barraclough	Orillia, O.	3 00	Rollaton & Co.	do	do
345	R. Lawlor	Hawkesbury, O.	2 10	S. Greenshields	do	do
346	J. Jennings	Hamilton, O.	7 00	Sons & Co.	do	do
347	Margaret Menzies	Amherstburg, O.	10 00	R. Berry	do	do
348	W. Bates	Lakefield, O.	8 00	Mrs. I. Lanaway Toronto Biscuit Co.	do	do
349	E. H. Goodman	Toronto, O.	3 00	Kerry Watson & Co.	do	do
350	P. K. Moore	Hamilton, O.	10 00	Mrs. J. H. Moore	do	do
351	O. J. Roehon	Clarence Creek, O.	1 00	O. J. Roehon	do	do
352	Gilman & Co.	Mansonsville Station, Q.	100 00	Eastern Towns ship Bank	do	do
353	A. L. Howard	Bala, O.	5 00	Canada Loan & Savings Co.	do	do
354	Wm. Boyce	Parkhill, O.	1 00	"News" Pig. Co.	do	do
355	Mrs. Grindlay	Toronto, O.	1 00	Mrs. Grindlay	do	do
356	J. & R. McLea	Montreal, Q.	2 41	Barré Noel	do	do
357	H. J. Goddard	East Farnham, Q.	4 45	Thos. May & Co.	do	do
358	Murd'ck-McDonald	Beaverton, O.	2 00	Miss Kate McEachren	do	do
359	Chas. Wright	Ottawa, O.	6 00	Mrs. Chs. Wright	do	do
360	Jessie Dobbie	Harrington, P.	10 00	Maggie Dobbie	do	do
361	Mrs. E. Armstrong	Postal car at Melancthon Station, O.	1 50	Miss Maggie Devlin	do	do
362	Mrs. R. Buok	Fosbery, M.	5 00	Mrs. D. Coultter	do	do
363	Moses Timmins	Iroquois, O.	25 00	Mrs. Timmins	do	do
364	Mrs. Timmins	Metcalfe, O.	3 00	C. M. Mills for I. Shannon	do	do
365	Wm. Dean	Toronto Jct., O.	2 00	Mrs. Maggie Wingham, O. Dean	do	do

No trace owing to want of registration.

This letter was stolen by C. A. Schiller, an assistant in the Mansonsville Station post office, who confessed his guilt and was sentenced to 3 years in penitentiary.

No evidence to account for the alleged discrepancy.

Stated to have been received without contents.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
366	C. W. Leadley	Newton Brook, O	1896.	\$ cts. 8 00	Miss A. Pattison Aylmer, Q.		Stated not to have been received by the person addressed.	No trace owing to want of registration.	
367	Wm. Dickson	Alexander, M.	do	2 00	W. A. Machaffie	Brandon, M.	do	do	1
368	W. C. Bentley	Hamilton, O	do	6 00	Mrs. A. Wakelin	Toronto Jct., O.	do	do	
369	F. Ingle	Lindsay, O	do	5 20	A. J. Glenney	Janetville, O.	do	do	
370	W. Palmer	Kamsack	do	26 70	Wm. McBride	Winnipeg, M.	do	do	
371	J. S. McDonald	Toronto, O	do	3 00	T. P. Hodgins	Toronto, O.	do	See Case No. 229.	4
372	C. C. Sheriff	Toronto Elm St. Branch.	do	1 00	M. J. Farron	Bluevale, O.	do	No trace owing to want of registration.	
373	Dr. W. J. Brereton	Schomberg, O.	do	27 70	W. E. Saunders & Co.	London, O.	do	do	
374	John Henderson	Duntroon, O	do	5 00	T. R. Hanna	Toronto, O	do	do	
375	Maggie A. Bruce	Orrville, O	do	4 00	Miss Sarah C. Bruce	St. Mary's, O.	do	do	
376	Ovide Houde	Montreal, Q.	do	2 00	Olivier Houde	St. David d'Yves, Q.	do	do	1
377	B. M. Fredrick	Campbellford, O	do	2 54	Thos. May & Co.	Montreal, Q.	do	do	
378	John C. Love	Postal car at Nesbitt, M.	do	15 00	Mrs. E. Love	Holland, M.	do	do	
379	Mrs. J. E. Trelford	Markdale, O	do	1 00	Miss Lyons	Parkdale, O	do	do	
380	Miss C. Hatley	Orrilla, O	do	7 00	Miss K. E. Hatley	Toronto, O	do	See No. 229, Class B	4
381	John Maley	St. Mary's, O.	do	5 00	Mrs. John Maley	Barrie, O.	do	No trace owing to want of registration.	
382	Sarah Clark	Parkdale, Onto, O.	do	0 75	Mrs. S. E. Holliday	Gieneden, O	do	do	
383	E. Abbott	Tottenham, O.	do	12 00	Jas. Goldie	Guelph, O	do	do	
384	Eliza Chittick	Brandon, M.	do	20 00	Francis Chittick	Mount Forest, O	do	do	
385	Dr. J. Girouard	Longueuil, Q.	do	10 00	L. C. Tonnacour	Montreal, Q.	do	do	
386	R. Gibson	Norgate, Man.	do	10 00	Mrs. R. Gibson	Brighton, O	do	do	
387	Jno. Catto & Son.	Toronto, O	do	2 24	Miss M. McIntosh	Alexandria, O	do	do	
388	James Flynn	Montreal, Q.	do	1 00	Mrs. C. Flynn	Toronto, O.	do	do	
389	C. P. Hill	Trenton, O	do	9 33	J. W. Courtney	Newburgh, O.	do	do	

Post Office Department.

390	Jennie McLean	Toronto, O	do	29	J. A. McLean	Collingwood, O	do	do	do
391	Joshua Law	LaRiviere, Man.	do	29	Mrs. Joshua Law	Warton, O	do	do	do
392	James Cameron	Waubaushene, O	do	30	Mrs. D. Cameron	Barrie, O	do	do	do
393	Miss B. Davies	Montreal, Q	do	30	Miss Lucy Brown	Summerside, P. E. I.	do	do	do
394	Jas. Margean	St. Bruno Station	Dec.	1	"Le Monde"	Montreal, Q	do	do	do
395	Levi Bradley	Avatie, O	do	1	"News" Co.	Toronto, O	do	do	do
396	C. M. Stewart	Orillia, O	do	1	M. E. A. Layfield	do	do	do	do
397	W. Bishop	Oso Station, O	do	1	Wm. Briggs	do	do	do	do
398	Elie Maltais	Murray Bay, Q.	do	1	P. Lafrance	Quebec, Q	do	do	do
399	D. A. Mitchell	Gananoque Town Station, O	do	2	Mrs. D. A. Mitchell	Toronto, O	do	do	do
400	S. C. D. White	Elmsdale, O	do	2	M. E. Keating	Halifax, N.S.	do	do	do
401	J. Morrow	Fern, O	do	4	"News" Printing Co.	Toronto, O	do	do	do
402	Mable W. Ellis	Beeton, O, postal car.	do	5	Chas. Ellis	do	do	do	do
403	H. B. Cruso	Hotel Cobourg, O	do	6	G. Richardson	Lindsay, O	do	do	do
404	J. L. Larue	Belleville, G. T.	do	6	Mde. A. Sortie	Montreal, Q	do	do	do
405	J. L. Fournier	Ry. Station, St. Jean, Fort Joh, Q.	do	7	Post Office Department	Ottawa, O	do	do	do
406	J. R. Holmes	Holmesville, O.	do	7	Mutual Fire Insurance Co.	London, O	do	do	do
407	F. Green	Sherbrooke, C.P.	do	7	Oliver Prince	Robinson, Q	do	do	do
408	W. L. Meason	R. letter box. Mail Courier en route to Dog Creek, B.C.	do	7	John Griffiths	Toronto, O	do	do	do
409	John Reeves	Berlin, O	do	9	Mrs. A. J. Reeves	do	do	do	do
410	John Day	Greenore, O	do	9	Wm. Briggs	do	do	do	do
411	Agnes Drynan	Toronto, O	do	10	T. P. Hodgins	do	do	do	do
412	E. Gilpin, jr	Halifax, N.S.	do	10	W. E. Scranton	Baddeck, N.S.	do	do	do
413	Mrs. McLellan	Millbrook, O.	do	11	Miss E. A. Westcott	London, O	do	do	do
414	M. P. Van Wickle	Kingston, O	do	12	Wm. Douglas	Toronto, O	do	do	do
415	Mrs. W. J. Pringle	Guelph, Station, O.	do	12	"News," Mrs. J. B. Grant	do	do	do	do
416	MelleLeda Bourget	St. Pierre de Montmagny, Q	do	12	Mde. J. Regale	St. Sauveur de Quebec	do	do	do
417	Miss M. McNally	Niagara Falls, South, O.	do	14	Wm. Briggs	Toronto, O	do	do	do
418	Miss M. E. Hawkins	Port Albert, O.	do	15	Robert Simpson Co.	do	do	do	do
419	W. H. Meredith	Peterboro', O.	do	15	Chas. Bellevive	Quebec, Q	do	do	do
420	Miss Julia Jones	St. Catherine E.	do	17	Mrs. P. Jones	do	do	do	do
421	W. J. Sanderson	Collingwood, O.	do	18	W. Clime	Listowel, O	do	do	do

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See Case No. 229, Class B
No trace owing to want of registration.
See Case No. 229, Class B
No trace owing to want of registration.
do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receptation.
					Name.	Place.			
			1896.	\$ cts.					
422	N. P. Van Winckle	Kingston, O.	Dec. 18	2 40	Wm. Douglas, Toronto, O.	"News,"	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
423	Dr. W. G. McKechnie	Marmora, O.	do	5 00	Dr. A. C. Lambert.	do	do	do	
424	J. Bromley	Brandon, M.	do	11 80	G. O. Woodman	Winnipeg, M.	do	do	
425	C. Smith	Windsor, O.	do	7 00	Miss Annie Smith.	Toronto, O.	do	do	
426	Geo. Gould	Edgar's Mills, O.	do	1 00	The Hamilton "Spectator."	Hamilton, O.	do	do	1
427	C. J. Love	Toronto, O.	do	4 00	Miss L. V. Love	Woodstock, O.	do	do	
428	Mrs. G. M. Kinghorn	Montreal, Q.	do	5 00	Mrs. S. W. Secombell.	Kingston, O.	do	do	
429	Mrs. A. G. Sparling	Nings, M.	do	3 50	Hattie Smyth.	Winnipeg, M.	do	do	
430	T. H. Kells	St. Catharines, O.	do	0 50	"News" Printing Co.	Toronto, O.	do	do	
431	P. Laliberté	St. John's East, Q.	do	1 00	The "Canadian Engineer."	Montreal, Q.	do	do	
432		Brampton, O.	do	5 00	Miss Maud McIntosh.	Toronto, O.	do	See Case No. 229, Class B.	4
433	Mrs. S. P. Ames	Warton, O.	do	1 50	Mrs. Will Standard	Woodstock, O.	do	No trace owing to want of registration.	
434	Mrs. W. McLean	Melancthon Station, O.	do	0 25	Standard Fashion Co.	Toronto, O.	do	do	
435	J. Lyons Biggar	Belleville, O.	do	6 00	Mrs. B. P. Ball	Rock Island, Q.	do	do	
436	Mrs. H. C. Taylor	Ottawa, O.	do	1 00	Mrs. W. G. Proctor.	Montreal, Q.	do	do	
437	A. E. Staback	Woodville, O.	do	1 00	Toronto "News" Printing Co.	Toronto, O.	do	do	
438	S. W. Cross	Wallaceburg, O.	do	0 15	"News" Printing Co.	do	do	do	
439	Geo. L. Schetty	Nanaimo, B.C.	do	5 00	R. S. Day	Victoria, B.C.	do	do	
440	Miss Hollias	Halifax, N.S.	do	2 00	Miss Black	Halifax, N.S.	do	do	
441	Wm. Lewis	Wingham, O.	do	2 00	T. Lewis	Toronto, O.	do	do	
442	N. P. Van Winckle	Kingston, O.	do	2 40	Wm. Douglas, "News."	do	do	do	1

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443	Alphonse Cloutier.	Montreal, Q.	do	28	3 00	Prudent Menard.	Quebec, Q.	do	do	do
444	W. McDermott.	Beeton, O.	do	28	1 00	The "Sentinel."	Toronto, O.	do	do	do
445	T. C. Elliott.	Montreal, Q.	do	28	2 75	Walker J. Jones.	Montreal, Q.	do	do	do
446	J. M. Core.	St. Bruno, Q.	do	28	2 00	Jos. St. Pierre.	do	do	do	do
447	John Hickson.	Victoria Square, O.	do	29	4 00	Mrs. Myers.	Elmira, O.	do	do	do
448	E. A. Skeals.	Montreal, Q.	do	30	2 00	W. J. Jones.	Montreal, Q.	do	do	do
449	Mrs. Long.	Stratford, O.	do	30	2 00	Miss M. Long.	Toronto, O.	do	do	do
450	D. Gunn, Bros. & Co.	Toronto, O.	do	30	2 00	Miss Jennie McCaig.	Garnetbridge, O.	do	do	do
451	F. R. Hogg.	Ottawa, O.	do	end	5 00	Mrs. F. R. Hogg.	Parry Sound, O.	do	do	do
452	Mrs. A. McLean.	St. Bonnet, Q.	do	end	5 00	Thos. May & Co.	Montreal, Q.	do	do	do
453	John H. Walton.	On train at Keewatin, O.	do	31	10 00	Ontario & Western Lumber Association.	Rat Portage, O.	do	do	do
454	H. S. Leard.	Frederickton, N.B.	do	31	1 00	Capt. L. Leard.	North Carleton, P.E.I.	do	do	do
455	Rev. J. J. Coffin.	Auburn, N.S.	do	1897.	1 Stamp	Quickcure Co., Lt.	Quebec, Q.	do	do	do
456	Mrs. John Robertson.	Hatley, Q.	do	1	Stamp	Henry & N. E. Hamilton.	Montreal, Q.	do	do	do
457	A. T. Cooper.	Toronto, O.	do	2	Stamps	The "News" Printing Co.	Toronto, O.	do	do	do
458	E. Eaton.	Blandford.	do	4	1 26	Farmers Binder Twine Co.	Brantford, O.	do	do	do
459	Mrs. Annie Senearce.	Portland.	do	5	2 00	Mrs. Walter Freeman.	Halifax, N.S.	do	do	do
460	James Ewing.	Warton, O.	do	6	18 50	The Tupper Carriage Co.	Orillia, O.	do	do	do
461	Mrs. E. J. Smith.	Shallow Lake, O.	do	7	50 00	David Rae.	Toronto, O.	do	do	do
462	Rev. T. S. Nickel.	Fraserville, O.	do	7	1 50	Jas. McNab.	do	do	do	do
463	Paul Foisy.	Carleton, N.B.	do	7	5 00	G. Goulet.	Montreal, Q.	do	do	do
464	F. Castonguay.	Quebec and Camp Post at St. Charles Railway Stn.	do	8	10 00	D. E. Drolet.	Quebec.	do	do	do
465	Edith Cowell.	Victoria, B.C.	do	9	5 00	F. P. Norbury.	Fort Steele, B.C.	do	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidences of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receipt.
					Name.	Place.			
466	H. Spencer	White Church, O.	1897. Jan. 9	\$ 1 00	"News" Printing Co.	Toronto, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
467	Jas. Roe	Tuam, O.	do	10 Stamps and 75c.	News Printing Co.	do	do	do	
468	Tung Lee	Leamington, O.	do	5 00	Frank Lee	Ridgetown, O.	do	do	
469	Dr. J. C. McCabe	Hamilton, O.	do	4 63	T. B. Chandler Son & Co.	Toronto, O.	do	do	
470	A. R. McDonald	Rivière du Loup (en bas), N.S.	do	5 00	Alfred McDonald	Montreal, Q.	do	do	
471	Daniel Curry	St. Peter's, N.S.	do	4 17	William Proctor	North Sydney, N.S.	do	do	
472	Rev. C. F. Sorm	Montreal, Q.	do	21 00	Rev. J. A. Letourneau	St. Lucie de Doncaster, N.S.	do	do	
473	G. Becker	Erin, O.	do	3 00	Minnie Becker	Toronto, O.	do	do	
474	J. B. Dumas	St. Casimir, Q.	do	16 45	David Madore	Montreal, Q.	do	do	
475	Miss M. L. Taylor	Montreal, Q.	do	10 00	Mrs. H. J. Taylor	Prescott, O.	do	do	
476	Kate McDougall	Toronto, O.	do	10 00	Lucy McDougall	Conn., O.	do	do	
477	Kearns Bros	Whitney, O.	do	2 50	Mrs. W. J. Kearns	Peterboro, O.	do	do	
478	E. H. Disbrowe	Creemore, O.	do	2 00	C. Marshall & Co	London, O.	do	do	
479	J. W. Moody	do	do	1 00	"News" Printing Co.	Toronto, O.	do	do	
480	Geo. W. Jackson	Leamington, O.	do	2 00	Rose Publishing Co.	do	do	do	
481	G. Sutherland	Avening, O.	do	5 00	Donald Sutherland	Bradford, O.	do	do	
482	A. H. Viner	Cultus, O.	do	3 00	Mrs. A. H. Viner	Owen Sound, O.	do	do	
483	Daniel Henwood	Napanee, O.	do	5 00	D. P. Henwood	Toronto, O.	do	do	
484	Annie R. Bray	Diamond	do	32 00	G. H. Bray	Almonte, O.	do	do	
485	A. H. Viner	Cultus, O.	do	15 00	Mrs. A. H. Viner	Owen Sound, O.	do	do	
486	Thos. Quinn	Tansley, Q.	do	16 00	R. Bird	Woodstock, O.	do	do	
487	Mrs. J. P. Brown	Goderich, O.	do	1 00	Rev. R. J. Warner	St. Thomas, O.	do	do	

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488	Mrs. Matilda Evans	Toronto, O	do	31	7 00	Mrs. Thomas Seydies.	Thornton, O	do	do	..
489	Mrs. Gatlings	Quebec, Q	Feb.	1	5 00	Mrs. R. G. Ste- venson.	Montral, Q	do	do	..
490	Sarah McMullen	Brantford, O	do	—	3 00	Thos. Coffey	London, O	do	do	..
491	Alison Gibson	Wroxeter Station	do	2	7 00	The E. R. Burns Saw Co.	Toronto, O	do	do	..
492	Eugene Quesnel	Lévis, Q	do	2	3 00	Eudore Côté	Quebec, Q	do	do	..
493	Rev. C. T. Lewis	Courier on his way to Chap- man, O	do	3	1 00	Joseph James	Belleville, O	do	do	..
494	James Stubbs	Peterboro, O	do	4	2 00	J. Dougall & Son	Montreal, Q	do	do	..
495	A. Bellefeuille	Three Rivers, Q	do	4	1 00	The Promotive Arts Assn., Ltd	do	do	do	..
496	J. B. Saucier	Matane, Q	do	5	5 00	Hon. Tresorier	Quebec, Q	do	do	..
497	Colin Paterson	Montreal, Q	do	—	10 00	G. A. Perry	Dalhousie Station	do	do	..
498	Mrs. F. Rogers	Ernsdale, O	do	6	30 00	Mrs. S. J. Rogers	Forwich, O	do	do	..
499	M. René	Mitchell Station	do	8	1 50	Rev. P. S. Brault	Montreal, Q	do	do	..
500	Geo. J. Palmer	Olive, M	do	8	0 75	T. Copland	Saskatoon	do	do	..
501	W. R. Logie	Listowel, O	do	9	1 00	Herald Printing Co.	Hamilton, O	do	do	..
502	G. E. Miller	Grimsby, O	do	10	1 00	Mrs. G. E. Miller	Cultus, O	do	do	..
503	J. B. Winter	Meaford, O	do	11	1 50	London & Cana- dian Loan & Agency Co.	Toronto, O	do	do	..
504	Miss E. Fletcher	On board steamer "Trail" at Waterloo Land- ing, B.C.	do	11	26 00	Miss N. Ford	Victoria, B. C.	do	do	..
505	Wm. Philips	Owen Sound, O	do	11	7 00	E. S. Miller	St. Thomas, O	do	do	..
506	Eliza Foote	Belleville, O	do	11	6 00	The Carsley Co.	Montreal, Q	do	do	..
507	A. W. Daball	Perry Sound, O	do	13	1 47	W. Gibson	Bracebridge, O	do	do	..
508	Chas. Troyer	Hill's Green, O	do	15	19 80	The Hobbs Hard- ware Co.	London, O	do	do	..
509	Mrs. E. LaBarr	Ottawa, O	do	16	1 00	S. B. Fell	Morrisburg, O	do	do	..
510	D. M. Barrett	Montreal, Q	do	17	0 40	Rev. M. A. Belle Isle.	New Carlisle	do	do	..
511	A. Phelps	Mohawk, O	do	19	0 50	Chas. Phelps	Stratford, O	do	do	..
512	Adam Doering	Philipsburg	do	22	1 00	Toronto News Co	Toronto	do	do	..

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reputation.
					Name.	Place.			
513	James Walker	Ottawa, O.	1897. Feb. 23	\$ 2 00	J. H. Corry	Woodstock, O.	No traces owing to want of registration.		
514	J. H. Osborne	Utterson, O.	do 23	0 75	Family Herald & Weekly Star Co.	Montreal, Q.	do	do	
515	Mrs. B. Munn	Maybee	do 23	1 00	News Printing Co.	Toronto, O.	do	do	
516	J. H. Osborne	Utterson, O.	do 24	0 75	Family Herald & Weekly Star	Montreal, Q.	do	do	
517	G. G. Meikle	Saltcoats, Assa.	do 24	6 00	J. C. Pope	Regina, Assa.	do	do	
518	A. N. Ridout	Port Elgin, O.	do 25	0 50	London National Fire Ins. Co.	London, O.	do	do	
519	W. Armstrong	Cassel, O.	do 26	16 24	Sterling Bros.	do	do	do	
520	H. A. Molison	Parkdale, O.	do 27	3 00	J. F. Molison	Belleville, O.	do	do	
521	Canning & Co.	Toronto, O.	do 27	1 61	John Carswell	McKenzie Lake, O.	do	do	
522	Kirk Hopkins	Montreal, Q.	do 27	1 00	Hettie Hopkins	Smithville, O.	do	do	
523	F. X. Bourbeau	Champlain, Q.	Mar. 1	6 00	Chas. Bourbeau	Montreal, Q.	do	do	
524	Dr. Morrow	Metcalfe, O.	do 1	12 00	Kuzar & Bennett	Mille Roches, Q.	do	do	
525	W. D. Magee	Walkerton, O.	do 1	1 00	R. W. Byre	Toronto, O.	do	do	
526	Mrs. F. Graham	Melita, M.	do 1	0 70	Hudsons Bay Co	Winnipeg, M.	do	do	
527	Chas. Hardy	St. John Suburb, Q.	do 4	17 58	Gravel, Duquet & Duhamel	Montreal, Q.	do	do	
528	W. A. Matley	Montreal, Q.	do 4	4 56	W. H. Franckum	do	do	do	
529	Bessie Carr	Hamilton, O.	do 5	5 00	Jessie Carr	Hopeville, Q.	do	do	
530	St. Theresa de Jesus.	Montreal, Q.	do 5	1 50	Miss Alice Gagnon	Quebec, Q.	do	do	
531	W. H. Finch	Acton, O.	do 8	0 25	Mrs. W. H. Finch	Brantford, O.	do	do	
532	John Neelands	Wingham, O.	do 10	1 00	Rev. Wm. Briggs	Toronto, O.	do	do	
533	J. Wilson	Goderich, O.	do 10	10 00	The Hamilton Loan and Savings Society.	Hamilton, O.	do	do	
534	Mrs. G. A. Purdy	Collborne, O.	do 11	5 00	Gertrude Purdy	Sjencerville, O.	do	do	

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535	Geo. Asseltine	Beachburg, O.	do	12	5 00	Mrs. Geo. Asseltine	Kingston, O.	do	do	1
536	O. McCullough	Spencerville, O.	do	13	1 00	Mrs. O. McCullough	Osprings, Q.	do	do	1
537	Walker S. Lee	Toronto, O.	do	15	5 00	Geo. Moberly	Collingwood, O.	do	do	1
538	Mrs. Bernhart	Winnipeg C.P.R. Station.	do	16	10 00	M. J. Hogan	Quebec, Q.	do	do	1
539	Frost & Wood	Truro, N.S.	do	17	0 75	Postmaster General	Ottawa, O.	do	do	1
540	A. Desmeules	Murray Bay, Q.	do	18	42 33	Colonial Mutual Life Assurance Co.	Montreal, Q.	do	do	1
541	Hattie Burrige	Toronto, O.	do	18	1 03	Susie Burrige	Cobocok, O.	do	do	1
542	D. Murray	Ottawa, O.	do	19	8 00	John Murray	Stubbs' Bay, Q.	do	do	1
543	J. S. E. McCann	Kingston, O.	do	19	1 00	G. L. Dickinson	Manotick, O.	do	do	1
544	Mrs. A. Wiggins	Beachburg, O.	do	19	0 85	John Eaton Co.	Toronto, O.	do	do	1
545	Earnest C. Southey	Bowmanville, O.	do	21	2 00	H. V. Greene	do	do	do	1
546	W. J. Ptolemy	Winnipeg, M.	do	22	0 90	Adams & Sons Co	do	do	do	1
547	E. Bolton	Mail car at Salt-coats.	do	22	12 00	The Lieutenant Governor.	Regina, Assa.	do	do	1
548	Wm H. Knapp	Whitney, O.	do	24	10 00	Mrs. L. Eckroyd	Parkdale, O.	do	do	1
549	F. Bartlett	Postal car, Nananee Station.	do	25	2 00	Mrs. F. Bartlett	Peterboro, O.	do	do	1
550	Mrs. Wm. Hamilton.	Whitney, O.	do	25	10 00	Maud Hamilton.	Kingston, O.	do	do	1
551	W. A. Wright	Swan Lake, Man.	do	25	0 36	Adams & Sons Co	Toronto, O.	do	do	1
552	Nerlich & Co.	Toronto, O.	do	26	1 08	Mrs. A. Ramsay	Brantford, O.	do	do	1
553	Mrs. G. A. Strickland.	Lakefield, O.	do	29	5 00	Robert Griffith	Hamilton, O.	do	do	1
554	J. B. Warren	Toronto, O.	do	30	1 50	Jas. S. Scarf	Woodstock, O.	do	do	1
555	C. F. Armstrong	Middleton, N.S.	do	30	0 60	John Dougall & Son.	Montreal, Q.	do	do	1
556	Jos. Weir	Kennay, M.	do	end	1 00	do	do	do	do	1
557	W. K. Kimbley	Montreal, Que.	April 1		2 73	W. C. Blake	Point St. Charles, Q.	do	do	1
558	W. Henry	Tyndall, M.	do		0 75	Adams & Sons Co	Toronto, O.	do	do	1
559	E. King Doidis	Montreal, Windsor Hotel.	do	2	5 00	Mrs. E. King Doidis	do	do	do	1
560	Mrs. A. M. Waugh	Almonte, O.	do	2	4 00	H. E. Waugh	do	do	do	1
561	Clara Hoeflin	Galt, O.	do	2	2 50	James Brown	Mount Forest, O.	do	do	1

No evidence to account for the alleged discrepancy.

No trace owing to want of registration.

Believed to have been stolen by a dishonest letter carrier in the Toronto Post Office. Evidence, however, not of such a nature as to warrant prosecution. See also cases Nos. 558, 567, 588, 591, 593, 596, 598, 599, 600, 607, 610, 611, 612, 613 and 704.

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B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Receiptation.
					Name.	Place.			
			1897.	\$ cts.					
562	C. F. Armstrong..	Middleton, N.S.	April 2	0 70	John Dougall & Montreal, Q... Son.		Stated not to have been received by the person addressed.	No trace owing to want of registration.	
563	W. J. Duke	Handed to courier at Ganges Harbour, B.C.	do 2	5 00	Dixie H. Ross.. Victoria, B.C....		do	do	
564	C. H. Dickie.....	Postal car at Duncan's Station, B.C.	do 3	3 00	W. S. Gore. do		do	do	
565	John Carries.....	Elginburg, O.....	do 5	6 00	Imperial Silver-ware Co. Windsor, O.		do	do	
566	Henry Thornborough.	Glenboro, M.	do 5	2 00	The John Eaton Co., Ltd. Toronto, O.		Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
567	Rubie J. Griffith..	Kingston, O.	do 7	0 15	Adams & Sons Co. do		Stated not to have been received by the person addressed.	See Case No. 551, Class B.	4
568	Miss E. Porter....	Chemainus, B.C. do	do 8	1 00	Miss Charlotte Blake. Victoria, B.C....		do	do	
569	Miss May Blake..	Duncan Station, B.C.	do 9	13 00	do do		do	do	
570	W. Duffett.....	Toronto, O.	do 10	1 00	Montreal "Daily Witness" Montreal, Q.		do	do	
571	Miss E. Adams....	London, O.	do 10	1 20	John Dougall & Son. do		do	do	
572	Jos. Hudon.	Quebec, Q.	do 11	6 00	Mrs. Arthur Delisle. do		do	do	
573	Jean Lachance....	Quebec, Q.	do 12	2 00	Munyon's H. H. R. Co. Toronto, O.		do	do	
574	Martha Powell....	Jerseyville, O.	do 13	2 00	Miss Annie Powell. Mount Forest, O.		do	do	
575	Vickers & Parker..	Toronto, O.	do 14	1 10	J. Ewart Lount. Bracebridge, O.		do	do	
576	E. N. Young.....	Quebec, Q.	do 14	15 00	Mrs. E. N. Young Montreal, Q.		do	do	

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577	H. J. Silver	Montreal, Peel Street Branch.	do	14	Miss E. M. Silver	Waterville	do	1
578	Mrs. T. A. McKeen	Aspen, N.S.	do	15	Quick cure Co.	Quebec, Q.	do	
579	Mrs. Kruger	Osoyoos, B.C.	do	15	H. Young	Victoria, B.C.	do	
580	P. A. Curtiz	Montreal, Q.	do	15	C. W. Curtiz	Warden, Q.	do	
581	Robert Wilkinson	Fenelon Falls, O.	do	17	Wm. Wilkinson	Pethary, O.	do	
582	Miss Maggie Elliott	Galt, O.	do	17	Miss Besse Elliott	Toronto, O.	do	
583	Robert S. Shaw	Toronto, St. Joseph Street.	do	18	Mrs. Wm. Shaw	Montreal, Q.	do	
584	H. Joyal	St. François du Lac, Q.	do	18	Les. Tarte	do	do	
585	Wong Soon King	Vancouver, B.C.	do	18	Hip Lung	Victoria, B.C.	do	
586	S. Bourassa	Eastern Receiving House, Montreal, Q.	do	19	Damase Latulippe	Quebec, Q.	do	
587	Chas. W. McMahon	Toronto, O.	do	19	Jas. R. Cranston	Galt, O.	do	
588	Mrs. Fergie	Westville, N.S.	do	20	W. A. Murray & Co.	Toronto, O.	do	See Case No. 551, Class B.
589	R. Mitchell	Montreal, Q.	do	20	Penj. O'Neill	Otaawa, O.	do	No trace owing to want of registration.
590	Joseph Long	Owen Sound, O.	do	21	Manson Campbell	Chatham, O.	do	do
591	Miss E. D. Watson	Ayr, O.	do	21	W. A. Murray & Co.	Toronto, O.	do	See Case No. 551, Class B.
592	R. Jackson & Co.	Toronto, O.	do	21	Postmaster General	Otaawa, O.	do	No trace owing to want of registration.
593	J. Gow	Dundas, O.	do	21	Adams & Sons Co.	Toronto, O.	do	See Case No. 551, Class B.
594	Margt. H. Ferguson	Montreal, Q.	do	22	Manager Dominion Bank	do	do	No trace owing to want of registration.
595	Mrs. Wm. Mailer	Toronto, O.	do	22	cor. Sherbourny and Queen Sts.	Orillia, O.	do	do
596	Mrs. S. M. Brown	Thornbury, O.	do	23	W. A. Murray & Co.	Toronto, O.	do	See Case No. 551, Class B.
597	Miss A. Fee	Toronto, O.	do	23	Miss Jean Wilson	do	do	No trace owing to want of registration.
598	Sarah McRae	Campbellton, O.	do	23	Adams & Sons Co.	do	do	See Case No. 551, Class B.
599	Allie Hagerman	Zephyr, O.	do	24	do	do	do	do
600	R. J. Griffiths	Kingston, O.	do	24	do	do	do	do
601	J. C. Palmer	Toronto, O.	do	25	Mrs. J. C. Palmer	Stratford, O.	do	No trace owing to want of registration.
602	John Mulligan	do	do	25	Mrs. A. Mulligan	Guelph, O.	do	do
603	P. McDougall	Montreal, Q.	do	26	Pub. of Bird Life	London, O.	do	do
604	Nerlick & Co.	Toronto, Q.	do	26	Miss Ramsay	Brantford, O.	do	do
605	Rev. R. Campbell	Montreal, Q.	do	26	Rev. Fotheringham	St. John, N.B.	do	do
606	Mme. J. D. René	Lac Mégantic, Q.	do	26	Thos. May & Co.	Montreal, Q.	do	do
607	Miss Lockhart	Brighton, O.	do	26	W. A. Murray & Co.	Toronto	do	See Case No. 551, Class B.
608	Miss M. P. Richards	Edmundston, N.B.	do	27	do	do	do	do
609	Seur St. Christine	St. Barnabe, Q.	do	28	A. J. Boucher	Montreal, Q.	do	No trace owing to want of registration.

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
610	Mrs. W. T. Hayes.	Goderich, O.	1897. April 29	\$ cts. 2 00	W. A. Murray & Co.	Toronto	Stated not to have been received by the person addressed.	See Case No. 551, Class B.	4
611	Annie Emerson.	Peterborough, O.	do	0 38	do	do	do		
612	M. C. Cameron.	Perth, O.	do	0 09	Adams & Sons Co.	do	do		
613	Mrs. Robt. Leary.	Peterborough, O.	do	0 28	W. A. Murray & Co.	do	do		
614	Duncan Grigg.	Renfrew, O.	do	2 00	Mrs. D. Grigg.	do	do	No trace owing to want of registration.	1
615	King Dodds.	Montreal C.P.R. Station.	do	2 00	Mrs. King Dodds.	do	do		
616	Mrs. Robt. Leary.	Peterborough, O.	do	1 35	W. A. Murray & Co.	do	do		
617	Wilfrid Boivin.	Ottawa, O.	do	15 00	D. Boivin.	Montreal, Q.	do	do	
618	Miss Stark.	Salt Spring Island, B.C.	do	5 00	Alice Estes.	Victoria, B.C.	do	do	
619	A. McLellan.	Little Glace Bay, N.S.	do	1 00	A. C. McLellan.	Stewartdale, N.S.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
620	Frank Helliwell.	Toronto, O.	May	1 00	Maude C. Fuller.	Montreal, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
621	D. McEachern.	do	do	3 00	James McBlide.	Egbert, O.	do	do	
622	Ethel Carley.	Barrie, O.	do	1 25	Mrs. Geo. Carley.	Toronto, O.	do	do	
623	Rev. Mr. Smith.	Windsor, O.	do	2 00	The Bryant Press.	do	do	do	
624	Mrs. S. J. Cameron.	Warton, O.	do	2 00	Miss Maggie Struthers.	Owen Sound, O.	do	do	
625	Mrs. J. J. Browne.	Montreal, Q.	do	6 50	W. M. Hillhouse.	Bondville, Q.	do	do	
626	Miss C. Hall.	Toronto, O.	do	6 00	Mistress Rufus Hall.	Liste, O.	do	do	
627	Maggie Thompson.	do	do	1 00	Charlotte Murray.	Thomsonville, O.	do	do	
628	E. Gunther.	Lewis, Q.	do	15 00	E. A. Gunther & Co.	Toronto, O.	do	do	
629	V. Saiguer.	Berlin, O.	do	2 35	Henry Farman.	London, O.	do	do	
630	Mrs. Bedford Jones.	Brockville, O.	do	1 00	Mrs. Cayley.	Toronto, O.	do	do	

Post Office Department.

631	Miss Josie Martin- seau.	Ottawa, O.	do	6	1 50	Rev. V. Pilon. ... Suffolk, Q.	de-	Emile	Stated to have been received without	Evidence pointed to the conclusion that this letter was tampered with at the Nanur post office. Contents made good by postmaster of that office.
632	Eug. Casgrain	L'Islet, Q.	do	6	5 00	Mrs. Vve B. E. Pt. Casgrain.	St. Charles,	Charles,	Stated not to have been received by the person addressed.	No trace owing to want of registration.
633	Mrs. F. Monast	St. Hyacinthe, Q.	do	7	6 00	Mme V. Hebert.	Mile End, Q	do	do	do
634	James Halcrow	Hamilton, O	do	8	1 00	J. Dougal & Son	Montreal, Q	do	do	do
635	A. B. McIntyre	Perth, O.	do	9	28 60	F. F. & C. B. Kelly.	do	do	do	do
636	Dominion Bridge Co.	Montreal, Q.	do	10	0 30	Canada Life Building.	Toronto, O.	do	do	do
637	W. A. Murray & Co.	Toronto, O.	do	11	0 42	Mrs. W. A. Am- berg.	Smith's Falls, O.	do	do	do
638	H. P. Harrison	Belmore, O.	do	11	1 00	News Printing Co.	Toronto, O.	do	do	do
639	Rev. Sister Ber- trand.	Montreal, Q.	do	11	6 00	Mme. M. Guin- don.	Ottawa, O.	do	do	do
640	Mrs. W. H. Men- bray.	Mailcarat Souris, M.	do	11	1 50	A. Wright.	Winnipeg, M.	do	do	do
641	H. Bromley	Brandon, M.	do	11	1 03	John Dougal & Son.	Montreal, Q.	do	do	do
642	O. Bélanger	Chute à Blou- dean, O.	do	12	2 00	Pierre Bélanger.	do	do	do	do
643	G. E. Salter	Montreal, Q	do	12	20 00	A. Salter	Brompton, Q	do	do	do
644	Ernest Colbeck	Colbeck, O.	do	13	2 04	Davidson & Hay	Toronto, O	do	do	do
645	Eli Vadden	St. Thomas, O., street letter box	do	15	10 00	John Rushing	St. Thomas, O.	do	do	do
646	Thos. Haney	Rat Portage Ry. Station.	do	16	3 00	Mrs. T. Haney.	Arthur, O	do	do	do
647	Grace Taylor	Holland Land- ing, O	do	16	2 00	Mrs. McCullough	Toronto, O.	do	do	do
648	J. C. Irving	Nelson, B. C.	bet. 16 & 23,	16	10 00	Mrs. J. C. Irving	Arthur, O.	do	do	do
649	J. Parent	Berthier, en haut May	do	17	11 00	Ad. Parent	Montreal, Q	do	do	do
650	Mrs. J. J. Hayes	Montreal, Q	do	18	2 00	M. J. Hayes	Ottawa, O	do	do	do
651	W. Demby	Newboro, O	do	18	3 00	W. R. McRae & Co.	Kingston, O.	do	do	do
652	H. J. Borrie	Montreal, Q.	do	18	5 00	Mrs. A. Kay	Laval, Q	do	do	do
653	Annie Sovereign	Port Dover, O.	do	18	1 00	Mrs. O. Soper	Simcoe, O	do	do	do
654	Emma Chandler	Belleville, O	do	18	1 00	C. A. Chandler	Montreal, Q	do	do	do
655	Mrs. M. Walsh	Montreal, Q	do	18	2 00	James Fletcher	Longue Pointe, Q	do	do	do
656	Mich'el Allingham	Toronto, Queen St. East.	do	19	3 00	Wm. Allingham	Barrie, O	do	do	do
657	Rev. Soeur Pante- léon.	Ste. Elizabeth, Q.	do	20	18 00	Rev. Soeur Met- childe.	Montreal, Q.	d	do	do
658	Miss Lottie Brown	Galt, O.	do	20	2 00	Mrs. G. P. Brown	Dundas, O	d	do	do
659	Mrs. C. Taylor	Hartney mail car	do	20	5 00	A. Wright	Winnipeg, M.	d	do	do

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reapitulation.
					Name.	Place.			
			1897.	\$ cts.					
660	Miss M. McColman	Parkdale, O.	May 21	6 00	Mrs. H. McColman.	Nottawa, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
661	E. W. Davies.	Peterboro Ry. St.	do	5 00	Mrs. Davies.	Toronto, O.	do	do	
662	Mrs. S. B. Warner	East Angus, Q.	do	2 00	" Pam. Herald " and "Weekly Star."	Montreal, Q.	do	do	
663	Wm. Hartley	Whitney, O.	do	10 00	Mrs. W. Hartley	Mill Bridge, O.	do	do	
664	A. E. Battle	Cowansville, Q.	do	2 00	Chas. Bremner.	Montreal, Q.	do	do	
665	Annie Patterson.	South March, O.	do	7 00	W. J. Patterson.	Wolf Island, O.	do	do	
666	C. McDiarmid.	Nanaimo, B. C.	do	2 00	F. A. Hibben & Co.	Victoria, B. C.	do	do	
667	Yam Kee.	Union, B. C.	do	20 00	Kwan Yick.	do	do	do	
668	E. Brown.	Portage la Prairie, M.	do	20 00	Mrs. Ed. Brown.	Belmore, O.	do	do	
669	Mrs. Imeson.	Glen Tay, O.	do	1 50	J. T. Ireland.	Owen Sound, O.	do	do	
670	W. H. Dudley.	Toronto, O.	do	5 00	W. H. Dudley, jr.	Peterboro, O.	do	do	
671	C. M. Smith.	Bowesville, O.	do	6 00	Canada Fence Co.	London, O.	do	do	
672	Miss E. Waldron.	Montreal, Q.	do	5 00	Miss Waldron.	Sherbrooke, Q.	do	do	
673	R. J. Hunt.	do	do	2 25	W. J. Jones.	Montreal, Q.	do	do	
674	W. F. Choquette.	Farnham, Q.	do	2 25	Narcisse Renaud.	do	do	do	
675	W. R. Adams.	Toronto, Elm St. Branch.	do	29 Post. stamps.	V. Ruggieri.	Longue Pointe, Q.	do	do	
676	Willie McLennan.	Speedvale	June 1	1 50	D. Forsyth & Co.	Berlin, O.	do	do	1
677	Anna Munich.	Ste. Agathe des Monts, Q.	do	20 00	Mrs. E. Munich.	Arundel, Q.	do	do	
678	C. A. Magay.	St. Cyrille de Wendover.	do	25 00	E. A. Gervais.	Montreal, Q.	do	do	
679	Rev. Dr. Springier.	Montreal, Q.	do	5 00	James Gardner.	Bayfield.	do	do	
680	Claxton & Ballachey.	Paisley, O.	do	8 25	Gale Mfg. Co.	Toronto, O.	do	do	
681	Sister St. Celestine.	Ottawa, O.	do	10 50	Rev. Mere M. de la Misericorde.	Montreal, Q.	do	do	
682	F. A. Lusignan.	do	do	5 00	Mad. A. Lusig.	Boxton Falls, Q.	do	do	

Post Office Department.

683	Elizabeth Isaac	Vancouver, B.C.	do	10	4 00	Mrs. E. Jones	Port Hammond, B.C.	do	..	do	..	7
684	Miss Bowen	St. John Suburb, Q.	do	10	10 00	Miss Rankin	Westmount	do	..	do	..	7
685	Addie Sutherland	Bondhead, O.	do	12	4 00	Ida G. Sutherland, land.	Toronto, O.	do	..	do	..	7
686	Mary E. Mathews	Garryowen, O.	do	13	4 00	Martin Mathews	do	do	..	do	..	7
687	P. M. Prescott	Renfrew, O.	do	14	5 00	Mrs. H. Finlayson	Prescott, O.	do	..	do	..	7
688	Mrs. E. Barnes	London East, O.	do	15	10 00	Miss Nellie Benson	Berlin, O.	do	..	do	..	7
689	W. A. Fenwick	Shelburne, O.	do	16	1 57	Groft, Phillips & Wrench	Toronto, O.	do	..	do	..	7
690	W. W. Lee	Belleville, O.	do	16	1 00	"Canadian Engineer"	Montreal, Q.	do	..	do	..	7
691	B. B. Brahusen	Penbrooke, O.	do	17	8 00	The Star-Century Club	do	do	..	do	..	7
692	Emma Chandler	Belleville, O.	do	17	1 00	C. A. Chandler	do	do	..	do	..	7
693	R. J. Evans	Teeswater, O.	do	18	6 00	Miss Minnie Staples	Toronto, O.	do	..	do	..	7
694	Geo. Carswell	Stratford, O.	do	18	1 00	Elder Hallman	Berlin, O.	do	..	do	..	7
695	Wm. Mason	Toronto, O.	do	19	15 00	Mrs. N. Benson	do	do	..	do	..	7
696	W. H. Norman	Toronto-Elin St.	do	19	6 00	Mrs. W. H. Norman	Hawkesville, O.	do	..	do	..	7
697	Miss L. Miller	Chatham, Ont.	do	19	5 00	Mrs. A. M. Miller	Montreal, Q.	do	..	do	..	7
698	Miss Bowen	St. John's Suburb, Q.	do	19	10 00	Miss Rankin	do	do	..	do	..	7
699	Thos. Bray	Huntsville	do	19	2 50	Munyon H. H. R. Co.	Toronto, O.	do	..	do	..	7
700	H. Cousins	Alina, O.	do	21	0 50	News-Printing Co.	do	do	..	do	..	7
701	Beer Bros.	Charlottetown, P. E. I.	do	21	27 00	John A. Robertson	Montreal, Q.	do	..	do	..	7
702	Clara Snowden	Guelph, O.	do	22	5 22	Mrs. R. J. Bonnar	Berlin, O.	do	..	do	..	7
703	Miss A. V. Denison	Peterboro, O.	do	23	2 00	Mrs. C. L. Trotter	Toronto, O.	do	..	do	..	7
704	Ethel M. Fisher	Montreal, Q.	Between June 23 and 25	23	1 00	Geo W. Parmelee	Quebec, Q.	do	..	do	..	7
705	C. A. G. Robinson	Lowe Inlet, B.C.	June 23	23	2 48	W. A. Murray & Co.	Toronto, O.	do	..	do	..	7
706	L. S. Warren	Pointe au Pic, Q.	do	24	1 43	T. Eaton & Co.	do	do	..	do	..	7
707	Miss A. Patterson	South March, O.	do	25	7 00	W. J. Patterson	Brantford, O.	do	..	do	..	7
708	A. L. Ross	Thamesford, O.	do	26	10 88	Elliott, Marr & Co.	London, O.	do	..	do	..	7
709	A. S. Leech	Ottawa, O.	do	26	2 00	Mrs. E. A. Leech	Carleton Place, O.	do	..	do	..	7

B. UNREGISTERED LETTERS.--Report of all cases occurring within the Year ended 30th June, 1897, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada--*Concluded.*

No.	Name of Writer.	Where Mailed.	When Mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Requisition.
					Name.	Place.			
710	Leonora Hamelin	St. Roch de Québec.	1897. June 27	\$ 3 00	Mrs. A. Hamelin	Montreal, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
711	Edith H. Dudley	Toronto, O.	do 27	5 00	W. H. Dudley	Peterborough, O.	do	do	..
712	Mrs. W. H. Powers	C. F. R. Station, Orangeville, O.	do 28	5 00	Mrs W. Panadine	Toronto, O.	do	do	..
713	Max Gold	Ottawa, O.	do 28	1 00	Montreal Optical Co.	Montreal, Q.	do	do	..
714	Miss M. Allan	Montreal, Q.	do 28	2 00	B. D. Turner	Lachute, Q.	do	do	..
715	J. A. Aubin	Hudson Heights, Q.	do 28	4 00	George Aubin	Montreal, Q.	do	do	..
716	Bruce L. Riordan	Toronto, O.	do 30	10 00	Miss A. L. Greenway.	Westmount, Montreal.	do	do	..

Post Office Department.

RECAPITULATION.

Classification of Classes.	Regis-tered.	Unregis-tered.
1. Letters stated not to have been received by persons addressed; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the post office.	4	(639)
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended; cause of failure not discoverable	34	10
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good.	8	29
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.	22	2
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible	33	1
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the post office, and not recovered	12	13
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy	10	1
8. Letters stolen or supposed to have been stolen, from the post office or mails <i>en route</i> , the contents of which (or portion thereof) were recovered or made good	10	1
9. Letters stolen from the post office or mails <i>en route</i> , the contents of which were not recovered	1	1
10. Letters accidentally destroyed during course of post.	1	1
11. Still under investigation.	1	1
Totals.	125	716

W. D. LESUEUR,
Secretary.

R. M. COULTER,
Deputy Postmaster General.

Post Office Department.

APPENDIX H

TRANSACTIONS OF THE

DEAD LETTER BRANCH

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

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

Number received.				
DEAD LETTERS :—				
Returned from Great Britain (of these were registered 177)		10,309		
do United States (do .. 820)		76,358		
do France (do .. —)		488		
do Newfoundland (do .. 2)		675		
do Argentine Republic (do .. —)		171		
do Barbados (do .. 1)		134		
do Mexico (do .. 4)		133		
do New South Wales (do .. 2)		117		
do Victoria, Australia (do .. 2)		108		
do Jamaica (do .. —)		108		
do Other colonies and foreign countries (of these were registered .. 10)		458		
	1,018	89,059		
LESS—Registered, accounted for below		1,018		
Returned from post offices in Canada, classified as follows :—			88,041	
Registered letters on hand on 30th June, 1896	144			
do in hands of postmasters on 30th June, 1896.	178			
do received during the year ended 30th June, 1897 (including those of foreign origin)	10,161			
		10,483		
Letters found to contain value and recorded, on hand on 30th June, 1896.	279			
Letters found to contain value and recorded, in hands of postmasters on 30th June, 1896.	107			
Letters found to contain value and recorded, received during the year ended 30th June, 1897.	3,832			
		4,218		
			14,701	
Ordinary dead letters originating in Canada :—				
Received during the year ended 30th June, 1897		189,465		
Ordinary dead letters originating in other countries on hand on 30th June, 1896.	53			
Ordinary dead letters originating in other countries re- ceived during the year ended 30th June, 1897.	113,124			
		113,177		
Dead letters with printed addresses of senders		24,222		
do official franks.		9,322		
Returned dead letters, <i>i. e.</i> letters sent out from Dead Letter Branch and again returned unclaimed		36,371		
Dead parcels, books, &c. :—				
On hand on 30th June, 1896	2,953			
Received during the year ended 30th June, 1897	74,625			
		77,578		
			450,135	
Circulars, postal cards, &c.			240,860	
				793,737
Carried forward.				793,737

Post Office Department.

Year ended the 30th June, 1897, and of their contents, valuable or otherwise Letters have been disposed of.

kinds received with the disposition made of them.

How disposed of.	—	—	—	—
DEAD LETTERS :—				
Returned to Great Britain, including all foreign letters not enumerated below (of these were registered.. 441)	15,244			
Returned to United States (do .. 380)	54,690			
do France (do .. 40)	791			
do Newfoundland (do .. 6)	615			
do Japan (do .. 7)	127			
do New South Wales (do .. 5)	112			
do Victoria (do .. 1)	68			
do Other colonies and foreign countries (of these were registered. 26)	638			
	906			
Letters of British, colonial or foreign origin remaining on hand on 30th June, 1897 (of these were registered 52)	52			
Books, postal cards, &c., of British and foreign origin, also returned		72,337		
		40,839		
Registered letters returned to writers including those of foreign origin	8,577			113,176
Registered letters in hands of postmasters	320			
do failed of delivery to writers owing to refusal to redeem, want of address, &c., found to be of no value and destroyed.....	623			
Registered letters in Dead Letter Branch awaiting claim.	641			
			10,161	
Letters found to contain value, returned to writers.....	3,417			
do do in hands of postmasters..	165			
do do in Dead Letter Branch awaiting claim.....	250			
		3,832		
Registered and value letters in hands of postmasters or in Dead Letter Branch on 30th June, 1896, and since disposed of, as follows :—				
Delivered	267			
Destroyed	76			
In Dead Letter Branch	365			
		708		
Ordinary dead letters returned to writers.....			161,043	
do with printed addresses returned to senders			24,222	
do returned to government departm'ts. without signatures or postmarks, accounts, &c., destroyed.....	116,464		9,322	
Returned dead letters destroyed	36,371			
		152,835		
Dead books, parcels, &c., forwarded to address	697			347,422
do returned to senders	53,828			
do of no value, disposed of.....	15,829			
do remaining in Dead Letter Branch	2,224			
		77,578		
Circulars, postal cards, &c., destroyed or otherwise disposed of			240,860	
			318,438	
Carried forward.....				793,737
				793,737

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

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

Number received.				
Brought forward.....				793,737
SPECIAL LETTERS, classified as follows:—				
Registered letters on hand on 30th June, 1896.....	48			
do in hands of postmasters, 30th June, 1896.....	27			
do received for postage, better address, &c.....	1,915	1,990		
Letters found to contain value, and recorded:—				
On hand on 30th June, 1896.....	59			
In hands of postmasters, 30th June, 1896.....	31			
Received for postage, better address, &c.....	1,498	1,588		
Ordinary letters on hand, 30th June, 1896.....	216			
do received for postage.....	14,455			
do received for better address.....		14,671		
		13,429		28,100
Drop letters on hand, 30th June, 1896.....		86		
do received for postage.....		5,226		5,312
Letters for foreign countries on hand, 30th June, 1896.....		339		
do do received as unpaid or short paid.....		12,238		12,577
Returned dead letters received.....				1,808
Post-cards received for postage.....		4,021		
do do address.....		6,310		10,331
Circulars received for postage.....		1,942		
do do better address.....		5,602		7,544
Parcels, books, &c.:—				
On hand, 30th June, 1896, received in that and previous years.....		2,172		
Received for postage, better address, or not claimed (of these 292 contained inclosures contrary to law).....		9,948		
			12,120	81,370
Carried forward.....				875,107

Post Office Department.

during the Year ended 30th June, 1897, &c.—*Continued.*

received with the disposition made of them.—*Continued.*

How disposed of.	—	—	—	—
Brought forward.....				793,737
SPECIAL LETTERS :—				
Registered letters returned to writers or forwarded, to address.....	1,829			
do in hands of postmasters.....	28			
do unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver.....	21			
do in Dead Letter Branch awaiting claim.....	37		1,915	
Letters found to contain value returned to writers or forwarded to address.....	1,417			
do do in hands of postmasters ..	15			
do do in Dead Letter Branch awaiting claim	66		1,498	
Special registered and value letters in hands of postmasters or in Dead Letter Branch, 30th June, 1896, and since disposed of as follows :—				
Delivered.....	92			
In Dead Letter Branch.....	72			
Destroyed.....	1		165	
Ordinary letters received for postage :—				3,578
Returned to writers.....	6,188			
Forwarded to address.....	7,494			
Destroyed in consequence of the inability of the department to return or deliver.....	768			
Remaining on hand, 30th June, 1897.....	221		14,671	
Ordinary letters received for better address :—				
Returned to writers.....	9,625			
Forwarded to address.....	1,384			
Destroyed in consequence of the inability of the department to return or deliver.....	2,420		13,429	
Drop letters received for postage :—				28,100
Returned to writers.....		2,593		
Forwarded to address.....		2,154		
Destroyed in consequence of the inability of the department to return or deliver.....		483		
Remaining on hand, 30th June, 1897.....		82		5,312
Letters for foreign countries :—				
Returned to writers.....		3,816		
Forwarded to address.....		8,235		
Destroyed in consequence of the inability of the department to return or deliver.....		287		
Remaining on hand, 30th June, 1897.....		239		
Returned dead letters destroyed.....				12,577
Post-cards received for postage, returned to writers or forwarded to address.....	2,664			1,808
do do destroyed in consequence of the inability of the department to return or deliver.....	1,357		4,021	
Post-cards received for better address, returned to writers or forwarded to address.....	3,094			
Carried forward.....	3,094	4,021	51,375	793,737

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

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

Number received.	—	—	—	—
Brought forward				875,107
Grand total				875,107

S U M

Letters on hand on 30th June, 1896, including those in hands of postmaster ...	7,057
Dead letters received	789,723
Special letters received	78,327
	<u>875,107</u>

JOHN WALSH,
Superintendent.

Post Office Department.

during the Year ended 30th June, 1897, &c.—*Concluded.*

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

How disposed of.	—	—	—	—
Brought forward	3,094	4,021	51,375	793,737
SPECIAL LETTERS—<i>Concluded.</i>				
Post-cards received for better address, destroyed in consequence of the inability of the department to return or deliver	3,216	6,310	10,331	
Circulars received for postage, returned to senders or forwarded to address	1,896			
Circulars received for postage, destroyed	46	1,942		
Circulars received for better address, returned to senders or forwarded to address	2,751			
Circulars received for better address, destroyed	2,851	5,602	7,544	
Books, parcels, &c., held for postage, address, enclosures, or not called for, returned to senders	3,375			
Books, parcels, &c., held for postage, address, enclosures, or not called for, sent to address	3,756			
Books, parcels, &c., held for postage, address, enclosures, or not called for, sold by auction	1,736	8,867		
Books, parcels, &c., held for postage, address, enclosures, or not called for, destroyed, being of no value, and the department being unable to return or deliver		1,974		
Books, parcels, &c., held for postage, address, enclosures, or not called for, remaining on hand (including balance of previous years) on 30th June, 1897		1,279	12,120	81,370
Grand total				875,107

M A R Y .

Dead letters disposed of	789,772
Special letters disposed of	79,331
Letters on hand on 30th June, 1897, including those in hands of postmasters	6,004
	875,107

B. M. COULTER,
Deputy Postmaster General.

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.		No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		\$	cts.			
2,352	Money (including \$5.54 enclosed in letters under other heads).....	10,937	62	2,082	180	90
27	Bills of exchange.....	8,929	53	21	5	1
1	Bond.....	5	95	1		
457	Cheques.....	60,305	17	442	12	3
187	Drafts.....	29,982	67	174	9	4
808	Money orders.....	12,053	06	748	47	13
73	Orders.....	4,889	33	63	5	5
242	Promissory notes.....	34,207	13	226	9	7
540	Receipts.....	38,142	04	507	14	19
37	Stock certificates.....	13,944	37	35	1	1
2	Salary warrants.....	42	00	2		
5	Various certificates.....	17,519	11	5		
441	Registered letters sent to Dead Letter Office, London, England.....			441		
380	Registered letters sent to Dead Letter Office, Washington, D.C., U.S.A.....			380		
138	Registered letters sent to Dead Letter Offices, other countries.....			138		
36	Deeds.....			31	1	4
48	Documents of value.....			41	4	3
1	Certificates, ability.....			1		
2	do admission to school.....			2		
3	do Ancient Order United Workman.....			3		
1	do appropriation.....			1		
3	do assay.....			2		1
1	do attendance.....			1		
1	do bachelors.....			1		
19	do baptism.....			17	1	1
2	do birth.....			2		
1	do Board of Trade.....			1		
2	do boat inspection.....			2		
1	do Canadian Association Opticians.....			1		
1	do Canadian Order Chosen Friends.....			1		
4	do Canadian Order of Foresters.....			4		
2	do Canadian Wheelman's Association.....			2		
24	do characters.....			21	2	1
1	do Christian culture course.....			1		
18	do church membership.....			13	3	2
3	do Catholic Mutual Benefit Association.....			3		
2	do commercial travellers.....			2		
1	do Daughters of American Revolution.....			1		
2	do death.....			1	1	
1	do engineers.....			1		
1	do English stud book.....			1		
4	do entrance examination.....			4		
10	do examination.....			9		1
12	do free miners.....			10	2	
1	do good conduct.....			1		
1	do grain inspector.....			1		
1	do health.....			1		
10	do identity.....			10		
13	do illness.....			11	1	1
1	do improvement.....			1		

Post Office Department.

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Certificates, incorporation		1		
6	do Independent Order of Foresters..		6		
11	do Independent Order of Odd Fellows.		11		
2	do junior, leaving school		2		
1	do kennel club		1		
1	do League American Wheelman		1		
1	do life insurance		1		
1	do marine insurance		1		
12	do marriage		11	1	
5	do Masonic		4		1
1	do mathematical		1		
1	do medical		14	1	
9	do membership		7		2
1	do military school		1		
12	do mineral claim		12		
1	do music		1		
1	do Mutual Aid Society		1		
1	do naturalization		1		
1	do Normal School		1		
5	do Orange (Loyal Orange Association).		5		
1	do Patrons of Industry		1		
4	do pedigree		4		
3	do physicians		3		
18	do post office registration		16	2	
1	do Preceptory		1		
1	do probationers		1		
1	do promotion			1	
1	do protection		1		
4	do purchase		4		
5	do railway		1	4	
1	do reduced railway fare		1		
1	do religious			1	
1	do representations				1
2	do Royal Templars		2		
1	do school inspectors		1		
2	do shareholders		2		
5	do teachers		5		
1	do telegraphers		1		
4	do title		4		
2	do voters		1		1
1	do weights and measures		1		
2	do work		2		
2	do Young People's Union		2		
2	Abstract		2		
4	Accounts		4		
15	Affidavits		14	1	
33	Agreements		30		3
1	Ambrotype (glass)		1		
4	Applications		4		
8	Appointments		8		
13	Aprons		13		
1	Asbestos wall plaster		1		
5	Assignments		4	1	
2	Baby's clothes		2		
8	Baby's woollen jackets		8		
13	Baggage checks		10	3	
2	Bags, fancy		2		
1	Bag (jute)		1		
1	Bag (knitted)		1		

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Bag (leather).....		1		
1	Bank balance sheet.....		1		
1	Bannerette (silk).....		1		
1	Barometer.....			1	
2	Baskets (minature).....		2		
1	Bead necklace.....		1		
2	Beaver castors.....		2		
3	Belts.....		3		
2	Bibles.....		2		
2	Bibs.....		2		
3	Bills of lading.....		2		
20	Bills of sale.....		17		1
1	Bird's eggs.....		1		3
1	Black sand.....		1		
1	Bloomers.....		1		
2	Blouses.....		2		
1	Boa (fur).....		1		
2	Bone badges.....		2		
20	Books.....		19	1	
4	Bootees.....		3	1	
1	Boot laces.....		1		
11	Boots and shoes.....		10	1	
5	Bottles.....		5		
4	Bottles of liquid.....		4		
2	Bottles of oil.....		2		
3	Bottles of powder.....		3		
1	Botanical specimens.....		1		
1	Boy's printer.....		1		
1	do printing outfit.....		1		
2	do suits.....		2		
1	Box of pens.....		1		
1	do (toilet).....		1		
1	Brass bracelets.....		1		
1	do springs.....		1		
1	do stamps.....		1		
10	Briar-wood pipes.....		10		
2	Briefs.....		2		
1	Broaches.....		1		
6	do (gilt).....		5	1	
1	do (Halifax carnival).....		1		
2	do (metal).....		2		
5	Bulbs.....		5		
1	Business cards.....		1		
3	Butterflies.....		3		
3	Buttons.....		3		
1	Butten-hole lamp.....		1		
3	Calendars.....		3		
1	Calendar stand.....		1		
1	Camera plates.....		1		
2	Candy.....		2		
1	Cap (silk).....		1		
1	Caps (tweed).....		1		
1	Caps (black lace).....		1		
2	Capes (knitted).....		2		
1	Cape (fur).....		1		
1	Car coupler.....		1		
1	Cards (fortune telling).....		1		
1	do (playing).....		1		
1	do (wedding).....		1		
9	do (Xmas).....		9		
2	Cayotte skins.....		2		

Post Office Department.

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters, undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		s cts.			
4	Centre pieces (linen).....		4		
1	do (silk).....		1		
1	Chain (gilt).....			1	
3	Charters.....		2	1	
4	Chattel mortgages.....		4		
4	Chewing gum.....		4		
2	Child's bonnet.....		2		
8	do dresses.....		8		
1	Chromo.....		1		
1	Church ornaments.....		1		
1	Cigars.....		1		
1	Cigar case.....		1		
1	Cloth.....		1		
3	Clothing.....		2	1	
1	Coat (dress).....		1		
1	do (Prince Albert).....		1		
1	Coffin handles.....		1		
1	Cogwheel.....			1	
1	Collar (celluloid).....		1		
1	do (fur).....		1		
3	Collars (lace).....		2	1	
2	do (linen).....		2		
1	Clothes brush (silver mounted).....		1		
1	Comb (silver mounted).....		1		
20	Contracts.....		17	3	
8	Conveyances.....		7		1
3	Copies of wills.....		3		
3	Corsets.....		3		
1	Coupon book.....		1		
4	Covers of cushions.....		4		
1	Cravats.....		1		
1	Cross (metal).....		1		
1	do (mother-of-pearl).....		1		
3	Cushion.....		3		
7	Customs manifest.....		7		
1	Dead letter accounts.....		1		
1	Debenture.....		1		
7	Declarations.....		6	1	
1	Deer's horns.....		1		
1	Diamond dyes.....		1		
1	Dies.....		1		
5	Diplomas.....		5		
3	Discharge of mortgage.....		3		
6	Discharges (seaman's).....		3	2	1
1	do (soldier's).....				1
2	do (N. W. Mounted Police).....		2		
7	Doileys.....		7		
3	Dolls.....		3		
2	Drapes (lace).....		2		
9	do (silk).....		9		
8	Dress goods.....		7	1	
2	Ears of corn.....		2		
1	Eel skin.....		1		
1	Electric belt.....		1		
9	Electrotypes.....		9		
1	Eye salve.....		1		
7	Express receipts.....		5	2	
3	False teeth.....		2	1	
2	Fans.....		2		
1	Fan (peacock feathers).....		1		
27	Fancy work.....		27		

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Fishing flies		1		
1	do line (silk)		1		
1	Flowers (paper)		1		
7	Fountain pens		7		
1	Fox skin		1		
5	Freight receipts		5		
2	Furloughs		2		
1	Gaiters		1		
2	Garters		2		
1	Glass		1		
1	do eye		1		
2	do for spectacles		2		
1	do tube		1		
1	Glove stretcher (silver mounted)		1		
6	Gloves		6		
2	do (buckskin)		2		
11	do (kid)		11		
1	do (wolfskin)		1		
1	Gold book-mark		1		
8	do bracelets		8		
22	do brooches		18	4	
13	do chains		9	4	
3	do charms		2	1	
4	do cuff buttons		3	1	
3	do ear-rings		3		
1	do eye glasses		1		
4	do glove buttoners		4		
1	do dust			1	
4	do rims		4		
1	do heart		1		
1	do lock		1		
1	do locket		1		
1	do necklace		1		
3	do nuggets		2		1
3	do paper knives		3		
7	do pens		7		
3	do pencils		3		
26	do pins		19	7	
3	do quartz		2	1	
92	do rings		80	12	
1	do ring (diamond setting)		1		
1	do salt spoons		1		
3	do shirt studs		3		
1	do sleeve links		1		
1	do souvenir forks		1		
7	do souvenir spoons		6	1	
15	do spectacles		10	5	
2	do spoons		1	1	
17	do watches		16	1	
1	do watch case		1		
1	Hair brush		1		
1	do receiver		1		
3	do switch		2	1	
12	Handkerchiefs		12		
44	do (silk)		42	2	
4	do cases		4		
1	Hat (straw)		1		
1	Hat band		1		
2	Herbs		2		
1	Homestead receipts			1	

Post Office Department.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value—Continued.

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		% cts.			
1	Honey.....		1		
1	Illuminated address.....				1
1	Image.....		1		
3	Indian bead-work.....		3		
1	Inkstand.....		1		
1	Invoice.....				1
205	Insurance policies.....		196	2	7
1	Independent Order Odd-Fellows souvenir.....		1		
2	Ironing sheets (celluloid).....		2		
1	Jet ornaments.....		1		
2	Jewel boxes.....		2		
1	do case (chamois).....		1		
1	Judgment.....		1		
10	Keys.....		9	1	
1	Knife.....		1		
1	Kodak photo films.....		1		
1	Labour check.....		1		
1	Ladies' companion.....		1		
3	Land grants.....		3		
8	Leases.....		7	1	
1	Leather straps.....		1		
52	Legal papers.....		50	1	1
1	Lemon.....		1		
1	Letter holder.....		1		
2	Licenses.....		2		
2	do (cullers).....		2		
6	do (fish).....		6		
1	do (marriage).....		1		
2	do (pedlars).....		2		
1	do (school).....		1		
1	do (tavern).....		1		
1	Loaf of bread.....		1		
2	Manicure brushes (silver mounted).....		2		
6	Maple leaves.....		6		
8	Maple sugar.....		8		
3	Martin skins.....		3		
1	Material for worked slippers.....		1		
1	Medals (gilt).....		1		
2	Medical instruments.....		1	1	
16	Medicine.....		14	2	
3	Metal medals.....		3		
1	Metal taps.....		1		
1	Microscope.....		1		
2	Mileage books.....		2		
12	Minerals.....		12		
1	Mink skin.....		1		
5	Mitts.....		5		
25	Moccasin.....		24	1	
1	Model screw.....		1		
12	Mortgages.....		11		1
4	Mouth organs.....		3	1	
12	Music.....		11	1	
2	Muskrat skins.....		2		
18	Neckties.....		17		1
2	Needles.....		2		
2	Negatives.....		2		
1	Newspaper.....		1		
1	Night shirt.....		1		
4	Obligations.....		4		
1	Office date stamp.....		1		
2	Ointment.....		2		

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		\$ cts.			
24	Old stamps		23	1	
2	Orange lodge returns		2		
1	Ospiry		1		
2	Otter skins		2		
1	Overcoat		1		
1	Overshoes		1		
1	Padlock		1		
1	Painting on china		1		
1	do on glass		1		
1	do on velvet		1		
1	Pair of spurs		1		
1	Pamphlet		1		
1	Paper cutter		1		
3	Parts of bicycle		3		
1	Part of thermometer		1		
1	Pass book (Ancient Order Foresters)		1		
3	do (Ancient Order United Workmen)		3		
1	do Assurance Co.		1		
33	do bank		32		1
1	do Canadian Home Circle		1		
1	do Canadian Order Chosen Friends		1		
7	do Canadian Order Foresters		5	1	1
2	do Dr. Barnardo's Home		1		1
3	do insurance		3		
1	do Independent Order Foresters		1		
1	do Knights of Maccabees		1		
7	do Loan and Building Association		7		
11	do Loan and Savings Co.		11		
2	do military		1	1	
10	do savings banks		10		
6	do society		6		
1	do S. O. E. B. Society		1		
12	do store		9	3	
1	Passport		1		
2	Passes (steamboat)		1	1	
14	do (railway)		13	1	
6	Patterns		6		
1	Perfume		1		
2	Perfume bottles (silver mounted)		2		
3	Permits		3		
1	Petition		1		
2	Petticoats		2		
1	Picture (crayon)		1		
32	Photos		32		
5	Photo frames		5		
2	Photos on glass		2		
10	Pills		10		
1	Pillow cases		1		
2	Pillow shams		2		
1	Pin (paste diamond)		1		
2	Pin cushions		2		
2	do trays (metal)		2		
1	Pine branches		1		
3	Plans		3		
1	Plum pudding		1		
2	Pocket books (silver mounted)		2		
1	Porous plaster		1		
35	Post-cards		22	13	
19	Powers of attorney		17	2	
5	Prayer beads		5		
1	Prayer book		1		

Post Office Department.

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		s cts.			
2	Printed matter.....		2		
1	Rag mat.....		1		
7	Raw fur.....		5	2	
1	Real lace.....		1		
8	Receipt cards.....		8		
74	Recommendations.....		60	11	3
7	Registered letters.....		7		
5	Releases.....		4	1	
1	Revolver.....		1		
5	Ribbons.....		5		
2	Rings (gilt).....		2		
1	Rolled plate pin.....		1		
4	Rubbers.....		4		
1	Rubber douche.....		1		
1	do stamp.....		1		
1	Rug (sheepskin).....		1		
1	Sachet.....		1		
1	Sample of matting.....		1		
1	Sardines.....		1		
1	Scapulars.....		1		
9	Seeds.....		9		
1	Setting for brooch.....		1		
1	Sewing machine shuttle.....		1		
2	Shawls (silk).....		1	1	
1	Shawl (silk crape).....		1		
1	do (woollen).....		1		
1	Shells.....		1		
4	Shirts.....		4		
3	Shrubs.....		3		
4	Sick benefit claims.....		3		1
1	Sideboard cover.....		1		
1	Silesia.....			1	
1	Silk.....		1		
1	Silk suspensory bandage.....		1		
1	Silver berry spoon.....		1		
1	do bicycle mark.....		1		
1	do bon bon spoon.....		1		
1	do book mark.....		1		
2	do bracelets.....		2		
2	do brooches.....		2		
1	do buckle.....		1		
3	do butter knives.....		2	1	
5	do button hooks.....		5		
1	do C. E. badges.....		1		
1	do chain.....		1		
1	do comb case.....		1		
1	do cuff links.....		1		1
1	do ear-rings.....		1		
1	do forks.....		1		
2	do fruit knives.....		2		
2	do hat pins.....		2		
1	do hat mark.....		1		
1	do inkstand.....		1		
1	do jewel box.....		1		
1	do jubilee badge.....		1		
1	do key ring.....		1		
2	do knives.....		2		
1	do macaroni spoon.....		1		
2	do manicure sets.....		2		
1	do match box.....		1		
2	do medals.....		2		

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		\$ cts.			
1	Silver nail sharpener.....		1		
4	do napkin rings.....		4		
6	do paper knives.....		5		
2	do pencils.....		1	1	
1	do pencil holder.....		1		1
1	do penhandle.....		1		
5	do rings.....		3	2	
2	do scissors.....		2		
4	do sleeve links.....		4		
18	do souvenir spoons.....		15	3	
12	do spoons.....		10	2	
1	do stamp book.....		1		
2	do stick-pins.....		2		
1	do sugar tongs.....		1		
4	do thimbles.....		4		
2	do tie fasteners.....		2		
1	do tooth-pick.....		1		
3	do umbrella fasteners.....		3		
23	do watches.....		19	2	1
1	do watch case.....		1		
1	do polish.....		1		
1	Skin of rat.....		1		
1	Skirt (silk).....		1		
2	Sleeve links (brass).....		2		
7	Slippers.....		7		
14	do (bedroom).....		14		
1	Smoking cap.....		1		
2	Snowshoes (miniature).....		2		
2	Soap.....		2		
2	Society badges.....		2		
1	do regalia.....				1
13	Socks.....		13		
1	Souvenir spoon (gilt).....		1		
1	Specifications.....		1		
7	Spectacles.....		5	2	
1	do (silver rimmed).....		1		
1	Spoon.....		1		
1	Stamp album.....		1		
1	Stationery.....		1		
1	Steel bits.....		1		
1	Stick pin.....		1		
2	Storage receipts.....		2		
16	Subscription books.....		14	2	
11	Summons.....		11		
2	Suspenders.....		2		
2	Syringes.....			2	
10	Table mats.....		10		
8	do cloths.....		7	1	
1	do napkins.....		1		
1	Taffy.....		1		
4	Tea cosy.....		4		
1	Tenders.....		1		
1	Testimonials.....		1		
2	Tickets (accident).....		1	1	
1	do (exhibitor's).....			1	
12	do (lottery).....		7	4	1
6	do (pawnbroker's).....		3	3	
34	do (railway).....		28	5	1
5	do (steamboat).....		4	1	
4	Tidies.....		4		

Post Office Department.

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

No. of Letters received during the Year ended 30th June, 1897.	Nature of Contents.	Value of contents of Letters received during the Year ended 30th June, 1897.	No. of Letters delivered of those received during the Year ended 30th June, 1897.	No. of Letters undelivered on 30th June, 1897, and now lying unclaimed in Dead Letter Branch.	No. of Letters undelivered on 30th June, 1897, and now in hands of postmasters awaiting claim.
		\$ cts.			
5	Ties (silk)		3		
6	Tobacco		6		
1	do plant		1		
4	do pouch		4		
1	Tops		1		
1	Toupe		1		
2	Toys		2		
6	Transfers		5	1	
1	Tray covers		1		
1	Trousers		1		
2	Trusses		2		
2	Tuning forks		2		
11	Unopened letters		9		2
1	Veil		1		
1	Views		1		
3	Voters' lists				3
1	Vouchers		1		
1	Waist (silk)		1		
1	Wallet		1		
1	Wall pocket		1		
1	Warrant		1		
2	Watches (gilt)		2		
3	do (nickel)			2	1
1	do charm			1	
1	do check			1	
1	Watch works		1		
1	Waterproof		1		
1	Wax figure		1		
30	Wedding cake		29	1	
1	Whiskholder		1		
1	Wig		1		
3	Wills		2		1
4	Withdrawal cards		4		
3	Work boxes		3		
1	Worked vest		1		
1	Working card		1		
3	Writs		3		
8,296		230,957 98	7,627	464	205
9,110	Add to these ordinary registered letters not enumerated above, which have been returned, forwarded, or otherwise disposed of, as shown in Table No. 1.		8,257	530	323
	Grand total of letters containing value disposed of		15,884	994	528
	Grand total of letters remaining unclaimed in Dead Letter Branch		994		
	Grand total of letters in hands of postmasters		528		
17,406			17,406		

343 letters remained in hands of postmasters on 30th June, 1896, all of these have since been satisfactorily accounted for.

R. M. COULTER,
Deputy Postmaster General.

JOHN WALSH,
Superintendent.

Post Office Department.

APPENDIX I

TRANSACTIONS OF THE
POSTAL STORES BRANCH

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Department at Ottawa, and to the different Provinces of the Dominion, through the Postal Stores Branch, Post Office Department, from 1st July, 1896, to 30th June, 1897.

<i>Printing, Binding, Lithographing, &c.</i>	8 cts.
Queen's Printer's Accounts (<i>Inside Service</i>).....	12,701 22
Queen's Printer's Accounts (<i>Outside Service</i>).....	41,291 69
<i>Stationery.</i>	
Stationery Office Accounts (<i>Inside Service</i>).....	3,603 34
Stationery Office Accounts (<i>Outside Service</i>).....	11,162 12
Mail bags, mail locks, slip label cases, &c.....	24,193 77
Stamping material, scales and weights, &c.....	11,513 44
Street Letter Boxes and miscellaneous items.....	2,303 51
Letter Carriers' Uniforms, &c.....	15,233 77
Total.....	122,002 86

The appropriation for 1895-6 being exhausted, the following items were also paid during the year 1896-7, and charged against the Consolidated Fund :—

Printing and Stationery (<i>Outside Service</i>).....	\$17,447 58
Mail bags, mail locks, &c. (do).....	3,595 62
Miscellaneous (do).....	1,284 76
Total.....	\$22,327 96

NOTE :—

The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from 1st July, 1896, to 30th June, 1897, amounted to the sum of.....	\$75 57
The sum credited in the accounts of the Contractors for mail bags to the Department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones, amounted to.....	54 38
Total.....	\$129 95

R. M. COULTER,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

Post Office Department.

STATEMENT showing the balance in stock 30th June, 1896, the balance carried forward 30th June, 1897, and the quantity and cost of *Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper, and Miscellaneous Articles*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

—	Forms.	Envelopes	Books and Pamphlets	Cards and Labels.	Writing Paper (Sheets)	Miscel- laneous	Value.
							\$ cts.
Balance in stock 30th June, 1896.	6,615,597	1,176,509	60,616	755,902	148,122	651	6,490 00
Received from Queen's Printer...	16,938,162	3,032,825	71,319	8,289,680	198,584	54,344	*53,992 91
Total.....	23,553,759	4,209,334	131,935	9,045,582	346,706	54,995	60,392 91
Issued to the Department at							
Ottawa	1,028,369	945,434	5,776	42,577	66,901	6,455	10,250 50
do different provinces..	16,317,170	2,109,515	59,259	8,528,337	139,795	48,540	34,825 89
Total issue.....	17,345,539	3,054,949	65,035	8,570,914	206,696	54,995	45,076 39
Obsolete articles destroyed.....	8,881	1,150	137	500	.....	.....	.....
Balance in stock 30th June, 1897..	6,199,339	1,153,235	66,763	474,168	140,010	.....	15,316 52

* The appropriation for 1895-6 being exhausted the accounts for April, May and June (for the Outside Service) amounting to \$15,214.93 were also paid during the year 1896-97, and charged against the Consolidated Fund.

R. M. COULTER,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

STATEMENT showing the balance in stock, 30th June, 1896, the balance carried forward 30th June, 1897, and the quantity and cost of articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

	Baskets.	Pads—Blotting and Desk.	Books and Pamphlets.	Carbon paper (sheets).	Copying Material.	Cyclostyle, Neostyle and Mimeograph sup-plies, &c.	Directories.	Elastic Bands (boxes.)	Envelopes.	Envelope Openers.	Erasers.	Files, &c.	Gum Arabic (lbs).	Ink (bottles).	Inkstands.	Knives.	Labels, &c.	Lead Pencils.	Holders and Leads for Pencils (boxes).	Mutlage, Bottles, Wells and Brushes.	
Balance in stock, 30th June, 1896.	159	83	33	383	2,097	4,027	278	1,152	11,900	58	721	416	163½	104	165	333	36,575	14,134	305	6	
Stationery received during the year	159	89	1,879	7,223	2,097	4,027	278	1,152	18,950	58	721	665	170½	1,133	165	333	36,570	14,224	305	470	
Total	44	18	607	962	545	718	118	437	5,810	22	178	444	105	380	44	56	31,045	1,892	10	89	
Issued to the Department at Ottawa	115	66	1,233	6,016	1,552	3,309	160	715	300	36	543	169	63½	690	121	277	5,625	12,202	235	376	
do different Provinces	159	84	1,840	6,978	2,097	4,027	278	1,152	6,110	58	721	613	163½	1,070	165	333	36,570	14,094	305	465	
Total issue	5	39	245	12,840	63	52	2	130	5	130	5	130	5	130	5	130	5	130	5	130	5
Balance in stock, 30th June, 1897.	159	83	33	383	2,097	4,027	278	1,152	11,900	58	721	416	163½	104	165	333	36,575	14,134	305	6	

Post Office Department.

STATEMENT showing the balance in stock, 30th June, 1896, the balance carried forward 30th June, 1897, and the quantity and cost of articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

Concluded.	VALUOR.																			
	Paper Bands.	Blotting Paper (sheets).	Wrapping Paper (sheets).	Writing Paper (sheets).	Paper Fasteners (boxes).	Pens (boxes).	Penholders.	Pins (packages and pyramids).	Scissors.	Scratch Pads.	Sealing-wax (lbs.)	Sponges and Sponge Cups.	Tape (hanks).	Typewriting Machines.	Typewriter Supplies.	Twine, lbs.	Wax Bougtes.	Miscellaneous.	\$	cts.
Balance in stock, 30th June, 1896.	925	2,636	5,760	27,370	1,575	2,979	874	139	2,190	92	3,424	735	1,479	7	428	18,113	624	3,128	352	00
Stationery received during the year	13,000	24,076	203,292	89,791	419	1,575	2,979	874	139	2,190	5,260	735	1,479	7	428	18,113	624	3,128	14,765	46
Total	13,925	26,712	209,052	117,161	419	1,575	2,979	874	139	2,282	5,602	735	1,479	7	428	18,410	990	3,128	15,117	46
Issued to the Department at Ottawa	13,100	7,088	39,058	22,849	205	501	583	316	29	813	240	91	1,452	5	178	7,564	28	1,937	3,609	84
do different Provinces	.....	16,661	166,802	70,512	214	1,074	2,396	558	110	1,356	5,019	644	27	2	250	17,323	651	1,191	11,066	72
Total issue	13,100	23,749	205,860	93,361	419	1,575	2,979	874	139	2,169	5,259	735	1,479	7	428	18,080	679	3,128	14,676	56
Balance in stock, 30th June, 1897.	825	2,963	3,192	23,800	.....	.....	.....	.....	.....	113	3,434	.....	.....	.....	.....	330	311	.....	440	90

* The appropriation for 1895-96 being exhausted, the accounts for May and June, amounting to \$2,232.65 were also paid during the year 1896-97, and charged against the Consolidated Fund.

R. M. COULTER,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

Post Office Department.

STATEMENT showing the balance in stock 30th June, 1896, the balance carried forward 30th June, 1897, and the quantity and cost of *Mail Bags, Mail Locks, Metal Slip Label Cases, &c.*, obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

Concluded.	MAIL LOCKS.				KEYS FOR MAIL LOCKS.			Parcel Post Hampers.	Miscellaneous.	VALUE. \$ cts.	
	Ordinary Brass.		International Registered.		Patent Steel Clamp Locks.		Mail Catching Posts, new and repaired.				Mail Bag Catchers, new and repaired.
	New.	Repaired.	New.	Repaired.	New.	Repaired.					
Balance in stock, 30th June, 1896	1,398	311	14	88	9,172	50	10	1,613	6	11,401 26	
Received—Purchased or repaired	8,522	.....	.....	.....	9,967	.....	.....	7,600	459	24,193 77
Returned from circulation and added to stock for reissue	.....	.....	.....	.....	1,979	.....	.....	128	14	11,270 56
Total	9,920	311	14	88	21,118	50	10	9,341	479	46,865 59	
Issued	.....	300	1	88	17,901	.....	13	6,517	5	33,839 85
Balance in stock, 30th June, 1897	9,920	11	13	.....	3,217	50	.....	2,824	12	13,025 74

* The appropriation for 1896-96 being exhausted a portion of June account amounting to \$3,595 62, was also paid during the year 1896-97, and charged against the Consolidated Fund. † 6,277 old pattern ferrules sold for old metal. ‡ Transferred from stationery account.

R. M. COULTER,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

STATEMENT showing the balance in stock, 30th June, 1896, the balance carried forward, 30th June, 1897, and the quantity and cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

	DATED STAMPS.		RIBBON DATED STAMPS.		NUMBERING MACHINES.		Rubber Type.	Rubber Stamps, New and Repaired.	Brass Crown Seals.	Rating Stamps and Hand Stamps.	STAMPING SETS, Nos. 1 and 2.		Stamping Pads, New and Repaired.	Fountain Pads.
	New.	Repaired.	New.	Repaired.	New.	Repaired.					With Ink.	Without Ink.		
Balance in stock, 30th June, 1896.....								13		1,401	131		1	
Received—														
Purchased or repaired.....	583	34	1	17	1	14	625	116	338	1,109	1,100	1,175	286	91
Returned from circulation and added to stock for reissue.....										92	4	4		
Total.....	583	34	1	17	1	14	625	129	338	2,602	1,235	1,179	287	91
Issued.....	583	34	1	17	1	14	625	120	338	1,206	1,114	988	286	91
Balance in stock, 30th June, 1897.....								9		1,396	121	191	1	

Post Office Department.

STATEMENT showing the balance in stock, 30th June, 1896, the balance carried forward, 30th June, 1897, and the quantity and cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

	INDELIBLE STAMPING INK.				TYPE.		Rubber Stamping Cushions.	SCALES.			Felt Rollers.	Wooden Wells for Cancellers.	Rollers for Cancellers.	Miscellaneous.	VALUE.		
	Quarts.	Pints.	Gills.	Bottles for Rubber stamps.	Figures.	Months, &c.		New and Repaired.	Letter, (16 oz.)	Parcel (12 lb.)						Platform, New and Repaired.	Extra Weights.
<i>Concluded.</i>																	
Balance in stock, 30th June, 1896.....	41	48	.....	.....	2,261	855	172	23	13	.....	623	.....	2	12	8	\$ cts.	1,160 91
Received—																	
Purchased or repaired.....	177	198	2,874	25	9,079	2,355	1,250	369	74	3	111	66	24	.....	56	*	11,513 44
Returned from circulation and added to stock for reissue.....	.....	.....	12	.....	20	13	27	12	21	.....	690	.....	.....	.....	.....	.....	306 48
Total.....	177	239	2,934	25	11,360	3,223	1,449	404	108	3	1,424	66	26	12	64		12,980 83
Issued.....	148	183	2,580	25	8,994	1,851	1,366	354	104	3	820	66	23	7	56		11,085 78
Balance in stock, 30th June, 1897.....	29	56	354	.....	2,396	1,372	83	50	4	.....	604	.....	3	5	8		1,895 05

* The appropriation for 1895-6 being exhausted, a portion of June account amounting to \$1,193.35, was also paid during the year 1896-7, and charged against the Consolidated Fund.

R. M. COULTER,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

STATEMENT showing the balance in stock, 30th June, 1896, the balance carried forward, 30th June, 1897, and the quantity and cost of *Street Letter Boxes*, and *Miscellaneous Articles*, obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

		STREET LETTER BOXES.											Miscellaneous Charges.			
		Wrought Iron.		Cast Iron.		Steel Pillar Boxes.	Removing and fitting up.	Repainting.	Keys for		Locks.			Locks Attached inside.		
		Large.	Small.	Large.	Small.				Wrought Iron.	Shell Pattern.	"Yale" for Shell Pattern.					
New.	Repaired.		New.	Repaired and Converted.	Repaired and Converted.											
5	4		7	10	8	1										83
7	80		48	5	14			169	126							107
2	4			2	1											12
14	88		55	17	23	1		169	126							202
14	76		27	8	14			169	126							93
	12		28	9	9	1										109
Balance in stock, 30th June, 1896.....																
Received—Purchased or repaired.....																
Returned from circulation and added to stock for reissue.....																
Total.....																
Issued.....																
Balance in stock, 30th June, 1897.....																

Post Office Department.

STATEMENT showing the balance in stock, 30th June, 1896, the balance carried forward, 30th June, 1897, and the quantity and cost of *Street Letter Boxes* and *Miscellaneous Articles*, obtained and issued to the Postal Service generally through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

Concluded.	D. K. MILLER SAFETY LOCKS.		Mail Clerks' Tin Boxes—New and Repaired.	Tin Travelling Letter Boxes.	Wooden Boxes Repaired.	Bougie Holders.	Tin Labels, Signs, &c.	Mail Trucks—New.	Letter Copying Presses Repaired.	Miscellaneous.	VALUE.
	New and Repaired.	Keys for									
Balance in stock, 30th June, 1896	73	294	2	2	55	40	1,003	2	5	820	\$ cts. 353 80
Received—Purchased or repaired	78	51	28	5	55	.....	.....	.....	.....	.....	*2,303 51
Returned from circulation and added to stock for reissue	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	95 06
Total	152	345	30	7	55	40	1,003	2	5	820	2,752 97
Issued	72	41	26	5	55	14	1,003	2	5	820	2,139 89
Balance in stock, 30th June, 1897	80	304	4	2	.....	26	.....	.....	.....	.....	613 08

* The appropriation for 1896-96 being exhausted a portion of June account amounting to \$91.41 was also paid during the year 1896-97, and charged against the Consolidated Fund.

R. M. COULTER,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

STATEMENT showing the balance in Stock, 30th June, 1896, the balance carried forward, 30th June, 1897, and the quantity and cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

	Overcoats.		TUNICS.		TROUSERS.		MONOGRAMS.		Waterproof Coats.	Oilskin Capes.	Helmets.	Cloth Caps and Waterproof Covers.
	Cloth.	Serge.	Cloth.	Serge.	Large.	Small.						
Balance in stock, 30th June, 1896	5	10	9	8	261	172	56	64	93	131		
Received—												
Purchased	209	244	465	463	.....	144	186	100	.....	238		
Returned and added to stock for reissue	4	5	10	9	1	1	2	6	1	2		
Total	218	259	484	480	282	317	244	170	94	371		
Issued	209	244	465	463	31	283	163	97	31	210		
Balance in stock, 30th June, 1897	9	15	19	17	251	34	81	73	63	161		

Post Office Department.

STATEMENT showing the balance in Stock, 30th June, 1896, the balance carried forward, 30th June, 1897, and the quantity and cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from 1st July, 1896, to 30th June, 1897.

	Concluded.										VALUE.			
	Fur Caps.	Fur Collarettes.	Chamois Vests.	Waist-belts.	Leather Leggings.	Leather Boots.	Rubber Boots.	Moccasins.	Button Sticks.	Button Brushes.	Lamps.	Miscellaneous.	\$	cts.
Balance in stock, 30th June, 1896.....	67	2	.....	52	10	17	1	9	11	23	15	.....	1,303	54
Received—														
Purchased.....	18	2	1	50	100	888	19	145	50	49	.....	929	15,233	77
Returned and added to stock for reissue.....	.....	.....	.....	9	7	12	.....	.....	9	1	1	.....	125	96
Total.....	85	4	1	111	117	917	20	154	70	73	16	929	16,663	27
Issued.....	27	2	1	46	43	890	19	145	13	24	11	929	15,035	42
Balance in stock, 30th June, 1897.....	58	2	.....	65	74	27	1	9	57	49	5	.....	1,627	85

R. M. COULTER,
Deputy Postmaster General.

SIDNEY SMITH,
Controller of Postal Stores.

Post Office Department.

APPENDIX J

RAILWAY MAIL SERVICE

Post Office Department

POST OFFICE DEPARTMENT, CONTROLLER OF THE RAILWAY MAIL SERVICE.

SIR,—I have the honour to report that in conformity with your instructions a new branch of the Post Office Department was established on the 1st April, 1897, to be known as the "Railway Mail Service Branch," in charge of a Controller with headquarters at Ottawa.

Under this branch were placed the Superintendents of the Railway Mail Service (formerly chief railway mail clerks), railway mail clerks, transfer agents and other employees of the Railway Mail Service.

The duties assigned to the Controller, under the direction of the Head of the Department, were as follows:—

To have control over the Superintendents, railway mail clerks, transfer agents, and other employees in such Branch in the discharge of the duties from time to time assigned to them by the Controller, and to deal with all breaches or neglect of duty, with power to suspend such persons for such breaches or neglect of duty or other sufficient cause, during the pleasure of the Postmaster General.

To issue mail schedules and distribution lists.

To deal with all matters pertaining to the internal economy of postal cars.

To deal with all delayed or mis-sent mails or mail matter.

To regulate the receipt and despatch of mails between post offices and railways.

To notify post office inspectors and postmasters of change of time in arrival and departure of mail trains, of alterations, changes and additions in the exchange of mails between post offices and railway trains, and vice versa.

On the 1st July, 1897, an Act went into force by which the scale of salaries of clerks and other employees in the offices of the Superintendents shall be the same as for clerks in the city post offices.

A railway mail clerk shall be appointed on probation for at least six months at a salary of three hundred dollars per annum, together with the allowance for mileage.

Except as regards those now in the service and over sixty years of age, every railway mail clerk shall be subject at least once in each year, to a case examination under the directions of the Controller.

Increases and reductions in the salaries of the Superintendents, railway mail clerks, transfer agents and other employees in the Railway Mail Service branch, may be made by the Governor in Council on the recommendation of the Postmaster General on the report of the Controller, and in the case of railway mail clerks the report shall be accompanied by a statement of the clerk's last case examination, general efficiency and length of service.

Previous to the 1st April, 1897, the railway mail service was in charge of the post office inspectors of the fourteen postal divisions, the headquarters of which were at Halifax, N.S., St. John, N.B., Quebec, Montreal, Three Rivers and Sherbrooke, Que., Ottawa, Kingston, Toronto, Barrie, London and Stratford, Ont., Winnipeg, Man., and Victoria, B.C.

On the formation of this Branch the Dominion was divided into nine districts in charge of local Superintendents, with headquarters at Halifax, N.S., St. John, N.B., Quebec, Montreal, Que., Ottawa, Toronto, London, Ont., Winnipeg, Man., and Vancouver, B.C.

The number of railway mail clerks and transfer agents in the employ of the Post Office Department in different years was as follows:—

1st July, 1880	190
do 1885	290
do 1890	372
do 1895	421
do 1896	414
do 1897	385

COMPARATIVE Statement showing Number of Railway Mail Clerks and Transfer Agents in the employ of the Post Office Department, with Classification, on the 1st July, 1896, and 1st July, 1897:—

1896.		1897.	
9	Chief railway mail clerks.	9	Superintendents.
67	1st class railway mail clerks.	61	1st class railway mail clerks.
149	2nd do do	139	2nd do do
139	3rd do do	133	3rd do do
34	Temporary do	31	Temporary do
10	Mail transfer agents.	7	Mail transfer agents.
6	Temporary do	5	Temporary do
414		385	

Three second class clerks, eight third class clerks and one temporary clerk, making a total of fourteen, belonging to the outside service of the Department and formerly employed in the post office inspectors' offices in the different divisions, were transferred to the railway mail service to do duty in assisting the Superintendents in their offices.

On the 30th June, 1897, the mails were carried on 14,780 miles of railway in the Dominion of Canada.

The number of miles by which mails were conveyed in postal cars, in charge of railway mail clerks, was 9,120,761; and by baggage cars in closed bags, in charge of railway employees, was 5,997,765.

RAILWAY MAIL SERVICE.

DURING the Year ended the 30th June, 1897, Mail Service was established on 131·51 miles additional lines, as follows:—

Name of Railway.	Places between which New Railways have been used for Mail Purposes since June, 1896.	Miles.
Canadian Pacific—		
Eastern Division—Joliette Branch.....	Joliette Junction and St. Gabriel.....	27·8
Grand Trunk—		
Eastern Division—Montreal Terminal..	Extension from St. Henri Junction to Cote St. Paul.	1·41
Kaslo and Slocan.....	Kaslo and Sandon.....	28·5
Michigan Central.....	Extension owing to removal of Amherstburg Station	·8
Quebec do.....	Extension from St. Victor to Lake Mégantic..	48·
do do.....	Extension from Beauce Junction to St. Francis.....	15·
Red Mountain.....	Rossland and Boundary Line.....	10·
	Total.....	131·51

STATEMENT of Distance Travelled with Mails on each Railway in Canada in June, 1897—Concluded.

Name of Railway.	Actual Length of Railway in Miles.	SERVICE BY TRAVELLING POST OFFICE.						SERVICE BY BAGS IN CHARGE OF COMPANY'S SERVICANTS.						
		DISTANCE IN MILES.						DISTANCE IN MILES.						
		Daily including Sunday.	Daily except Sunday.	Five times per week.	Four times per week.	Tri-weekly.	Weekly.	Daily including Sunday.	Daily except Sunday.	Five times per week.	Four times per week.	Tri-weekly.	Weekly.	
Nova Scotia Steel Company's Railway.....	13.													
Orford Mountain.....	27.75													
Ottawa, Arnprior and Parry Sound.....	198.1		154											
Ottawa and Gatineau.....	56.8		120											
Pontiac, Pacific Junction.....	70.6		118.6											
Prince Edward Island.....	207.8		354.2											
Quebec Central.....	213.		522.											
Quebec and Lake St. John.....	281.		508.											
Quebec, Montmorency and Charlevoix.....	25.22													
Red Mountain.....	10.													
Shore Line.....	82.		96.											
Shore Line and Harvey.....	48.													
South Shore.....	45.													
Temiscouata.....	113.													
The Thousand Islands.....	3.5		226											
Toronto, Hamilton and Buffalo.....	17.95					14.								
United Counties.....	36.													
Victoria and Sidney.....	16.													
Total.....	14,779.90	4,275.	24,237.13.			1,403.4	562.6	613.14			21.4	861.76703.6	927.55	

Post Office Department.

From the foregoing statement it will be seen that during the fiscal year 1896-97 the following services by postal and baggage car were performed :—

POSTAL CAR.

Miles.	Frequency.
4,275	Daily, including Sunday.
24,237·13	Daily, excluding Sunday.
1,403·4	Tri-weekly.
592·6	Semi-weekly.
613·14	Weekly.

31,121·27 miles.

Or when reduced to a daily basis 29,000 miles.

BAGGAGE CAR.

Miles.	Frequency.
2,848·62	Daily, including Sunday.
15,846·63	Daily, excluding Sunday.
21·4	Four times a week.
881·76	Tri-weekly.
703·6	Semi-weekly.
927·55	Weekly.

21,229·56 miles.

Or when reduced to a daily basis 19,302 miles.

COMPARATIVE STATEMENT of Railway Mail Service in June, 1897, and in June, 1896.

Date.	Miles of Railway in operation on which Mails are carried.	Daily Service by Postal Cars.		Daily Service by Bags in charge of Company's Servants.	Total Distance Travelled.	
		No. of Postal Cars on Railways.	Distance travelled in Miles.		Daily.	Yearly.
In June, 1897	14,779·90	180	29,000	19,302	48,302	15,118,526
In June, 1896	14,669	.....	28,654	19,153	47,807	14,915,784
	110·90	.....	346	149	495	202,742

The additional number of miles of railway over which mails have been carried since last return is.....	131·51
LESS—The following decrease since June, 1896—	
Grand Trunk Railway, St. Lambert and Longueuil.....	2·76
L'Assomption Railway, L'Assomption and L'Epiphanie Junction	3·5
*New York Central Railway	12·8
Ottawa, Arnprior and Parry Sound Railway, Emsdale and Scotia Junction	1·55
	<u>20·61</u>
Actual increase.....	<u>110·90</u>

* Decrease in mileage owing to new section being utilized, namely, via Caughnawaga and Chateauguay.

The actual increase in Railway Mail Service during the year 1896-97 composed chiefly of extensions on existing lines—is 110·90 miles, in regard to which the natural demand for improved postal facilities as afforded by railway service is applicable.

Of the extensions the services established over the line of the Quebec Central Railway between St. Victor and Lake Mégantic, 48 miles, and between Beauce Junction and St. Francis, 15 miles may be mentioned; the former being an R. P. O. service, and the latter a service by baggage car. In connection with the service performed by this railway reference may be made to the R. P. O. service granted, in addition to that already enjoyed between St. Francis and Lévis, which gave extra service to these places and to intermediate points.

The baggage car service in operation between Tring Junction and St. Victor was superseded by an R. P. O. service and is now included in what is known as the Lake Mégantic and Tring Junction R. P. O., 60 miles.

Baggage car services between Kaslo and Sandon, 28·5 miles, by the Kaslo and Slocan Railway; Rossland and Boundary Line, 10 miles by the Red Mountain Railway and a baggage car service between Joliette Junction and St. Gabriel de Brandon on the Joliette Branch of the Canadian Pacific Railway, represent the principal additional services on new lines during the fiscal year.

During the three months of the fiscal year ending 30th June, 1897, that the Railway Mail Service branch was in existence, frequency in the service of various offices has been increased without additional cost to the department, and unnecessary services discontinued without affecting the efficiency of the service, saving a considerable sum to the department, and a number of forms used in the railway mail service dispensed with or simplified causing a saving in clerical work and printing.

Great inconvenience has been experienced during the year in the conveyance of mails by railways owing to connections being broken at Junctions, and I am of the opinion that railway companies should be required to furnish monthly to district Superintendents of the railway mail service a statement giving the number of failures to connect at Junctions, detention of trains and causes of same, and such other information as might be called for.

The casualties during the year were:—

Mr. Arthur G. Edgecombe, a railway mail clerk of the New Brunswick district, killed in an accident near Palmer's Pond, N.B., on the 26th January, 1897.

Mr. F. Blizzard, a railway mail clerk of the New Brunswick district, injured in an accident near Lake Mégantic, Que., on the 29th January, 1897.

The effect of the establishment of the new Branch is that there is uniformity in the manner in which mails are received and despatched, in the various forms used in the service, and increased efficiency and economy to the Department.

I take this opportunity of thanking the Superintendents, Railway Mail Clerks, and staff of the Railway Mail Service Branch for the hearty co-operation they have extended to me in carrying on the work of the Branch and putting into operation the many changes necessitated by its formation.

I have the honour to be, sir,

Your obedient servant,

B. M. ARMSTRONG,
Controller.

Deputy Postmaster General

61 Victoria.

Sessional Papers (No. 13.)

A 1898

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1897

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

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

1898

[No. 13—1898.]

Department of the Interior.

To His Excellency the Right Honourable Sir John Campbell Hamilton-Gordon, Earl of Aberdeen, &c., &c., &c., Governor General of Canada, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY:—

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the year 1897.

Respectfully submitted,

CLIFFORD SIFTON,

Minister of the Interior.

OTTAWA, 4th April, 1898.

Department of the Interior.

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Department of the Interior.

ANNUAL REPORT
OF THE
DEPARTMENT OF THE INTERIOR
FOR THE YEAR 1897.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 1st February, 1898.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior.

SIR,—I have the honour to submit the annual report of the Department of the Interior for the year 1897.

The last report of the Department covered not only the whole of the calendar year 1896, but also the last two months of 1895, it having been found impossible owing to the early meeting of Parliament to bring down the business of the various agencies to the end of that year, as had been done previously. The present report covers the transactions of the Department through all the Dominion Lands, Crown Timber and Immigration agencies, as well as at the Head Office, up to the 31st December last. In view of the fact, however, that the financial returns of the other branches of the Government service are generally brought down to the end of the fiscal year, namely, the 30th of June, this rule has been followed in making out the various statements of revenue derived from the sale, leasing and homesteading of public lands, as well as from the collection of dues levied on timber and mining lands, the figures appearing in these statements being in each case compared with those of the preceding fiscal year.

I should mention that shortly after I entered upon the exercise of my functions as Deputy Minister of the Interior, in the month of April last, it was deemed expedient, with a view especially of better ensuring the security of the voluminous and important official records with regard to the survey of Dominion lands and the registration of titles thereto, to move the Department to the offices in the Langevin Block until then occupied by the Department of Indian Affairs, the latter being transferred to the rooms in the East Block vacated by this Department. There is no doubt that this change will greatly minimize the danger of fire to which the records of the Department were exposed in the old building, and further I am glad to be in a position to add that the office accommodation afforded by the change has greatly facilitated the transaction of the business of the Department.

DEPARTMENTAL CHANGES.

INSIDE SERVICE.

One death has taken place in the Department at headquarters during the past year, that of Mr. F. E. Stuart, who was attached to the staff of the Accountant's office.

On the 1st of April last, my appointment as Deputy Minister of the Interior was confirmed by Order in Council *vice* Mr. A. M. Burgess who was on the same date appointed Commissioner of Dominion Lands.

OUTSIDE SERVICE.

A very important change, which had for some time past been in contemplation, was made in this branch of the Department by the abolition of the Dominion Lands Board, and the transfer of the office of the Commissioner of Dominion Lands to Ottawa. The mail facilities connecting Manitoba, the Territories and British Columbia with the eastern portion of the Dominion make it quite practicable now to transact at Ottawa matters hitherto dealt with by the Lands Board at Winnipeg, and to thus avoid a duplication of work which was unnecessary and expensive.

As very little business had been transacted at Battleford during the past few years, the Dominion Lands office at that point was, on the 1st of July last abolished, and all land matters placed in charge of the registrar at that place.

Mr. J. McD. Gordon, Inspector of Agencies, was retired on the 1st July last, and since that date this branch of the work of the outside service has been divided between Mr. E. F. Stephenson, of Winnipeg, who has charge of all inspections required in connection with crown timber offices, and Mr. F. F. Dixon, of the Dominion Lands Office at headquarters, who is entrusted with the remainder of the work heretofore performed by the Inspector of Agencies. As no additional salary is given to these gentlemen, a saving of about \$2,500.00 a year will be effected on account of inspection work.

The abolition of the Lands Board Office at Winnipeg, and the various changes in the Dominion Lands offices, will result in a saving of over \$20,000.00 in salaries alone during the current fiscal year as compared with the year 1896-97. In this connection the following statement shows the number of employees and total salaries paid during the past three years for the Dominion Lands outside service:—

Year.	Number.	Salaries.
1894-95	86	\$ 88,519.62
1895-96	82	79,982.47
1896-97	81	79,223.51
1897-98 (Approximate)	51	56,506.25

Mr. W. F. McCreary, barrister at law, was on the 1st of March, 1897, appointed Commissioner of Immigration, with headquarters at Winnipeg, and a general supervision over the work of the Immigration Branch West of Port Arthur, and on the 1st of September, Mr. Frank Pedley, barrister at law, was appointed Superintendent of Immigration, with headquarters at Ottawa. Further references are made to these two appointments under the head of "Immigration," but it may be added here that the necessity

Department of the Interior.

for the creation of the office of Superintendent was more especially felt in view of the merging in one of the offices of Deputy Minister of the Interior and Deputy Superintendent General of Indian Affairs, adding so considerably as this did to the already onerous duties attaching to the former office that it would scarcely have left the incumbent of that position the time necessary to properly conduct the work of superintending the operations of the Immigration Agencies in the United States and in Europe.

COMMISSIONS OF INQUIRY.

Owing to certain complaints that had reached the Department early in the spring of 1897, as to alleged irregularities in some of the offices of the outside service, it was deemed advisable, in the interest of the Department and of the public, to have these matters fully inquired into, and with that end in view the following commissions were issued, namely :—

New Westminster Crown Timber Office.

In this case, it having been represented to the Department that there had been a lack of proper supervision in the administration of this office, and especially in the collection of the revenue in connection with the disposal of timber from Dominion lands throughout the Railway Belt in British Columbia, a commission was issued under the great seal in the month of May, 1897 to Mr. Archer Martin, barrister at law, of Vancouver, for the purpose of making a thorough inquiry into the matter. From the report received from the commissioner, as a result of his inquiry, it would appear that grave irregularities had taken place in the agency, and Mr. Higginson was in consequence removed from the position of Crown Timber agent on the 27th of July last, and Mr. James Leamy, of New Westminster appointed in his place.

It may be added that the question of taking necessary measures to recover by process of law the loss sustained by the Government for moneys for which Mr. Higginson has been held responsible, is now engaging the attention of the Government.

Immigration Agency at Halifax.

In this instance, certain complaints were made against the agent in charge of the office at that point, Mr. Edwin M. Clay, as to his having been guilty of improprieties in connection with the disbursement of public moneys entrusted to him for the maintenance of his office. Under the circumstances, it was deemed expedient to have the matter fully investigated, and for that purpose a commission, under the great seal, was issued on the 1st February, 1897, to Mr. John T. Ross, barrister at law, of Halifax, N. S., authorizing him to make the necessary inquiry. While it appeared clear from the report of Mr. Ross that Mr. Clay had been guilty of improprieties which necessitated his removal from office, yet it should be stated that the more grievous charges preferred against him were not clearly established by the evidence, although it may be added that he did not take the opportunity of denying the charges under oath.

Mr. Clay was removed from his office on the 21st May, 1897, and Mr. J. A. Kirk, of Halifax, has since been appointed in his place.

Rocky Mountains Park of Canada.

In this case complaint was made that the manner in which the affairs of the Park were being administered generally, was such as to cause much dissatisfaction amongst those who frequented the park, and more especially amongst persons who had business to transact at the Superintendent's office in connection with land and other matters. Instructions were therefore issued to Mr. E. F. Stephenson, of Winnipeg, Inspector of Crown Timber agencies, to make a careful inquiry into the matter. As a result of his examination, it has been found advisable to make certain changes in the mode of conducting the business there and to replace the Superintendent, Mr. Stewart, by a younger man, it being considered that the latter would be in a better position to so conduct the work as to remove the grievances complained of. Mr. Stewart's services were accordingly dispensed with on the 1st September last, and Mr. H. Douglas, of Calgary, has since that date been acting as Superintendent.

STATEMENT of the homestead entries and sales which have been made at the several agencies of the Department during the six months ended 30th June, 1897.

	No. of entries.	Acres.
Homesteads.....	1,224	195,840
Sales.....		7,850

The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the Department during the fiscal years 1896 and 1897, respectively.

	Fiscal year 1896.	
	No. of entries.	Acres.
Homesteads.....	1,888	302,080
Sales.....		42,150
	Fiscal year 1897.	
	No. of entries.	Acres.
Homesteads.....	2,155	344,800
Sales.....		21,050

From the above tables, it will be noted with satisfaction that there has been an increase of 267 in the number of entries granted during the fiscal year ended 30th of June, 1897, as compared with the previous year, and to this number should also be added four hundred actual settlers who, with their families, have located on vacant Dominion lands, chiefly in the Lake Dauphin district, but who have not yet been granted entry therefor.

Department of the Interior.

The following is a statement showing the number of entries made respectively during the fiscal years 1896 and 1897 by persons coming from the various States and Territories of the American Union :—

States.	1896		1897	
	No. of Entries.	No. of Souls.	No. of Entries.	No. of Souls.
California.....	5	11	4	4
Connecticut.....	1	1	2	7
Dakota.....	43	108	54	177
Idaho.....	8	27	11	46
Illinois.....	5	14	5	14
Iowa.....	5	11	5	19
Kansas.....	11	52	6	37
Kentucky.....	1	3	1	5
Louisiana.....	1	1		
Maine.....	1	11		
Massachusetts.....			2	7
Michigan.....	24	89	10	35
Minnesota.....	30	110	20	79
Missouri.....	2	4	2	6
Montana.....	7	23	6	13
Nebraska.....	22	72	7	24
New Hampshire.....	1	5	1	2
New Jersey.....	2	6	1	2
New York.....	7	26	5	6
Ohio.....	1	2	2	5
Oklahoma.....	1	6		
Oregon.....	10	38	4	11
Pennsylvania.....			3	15
Rhode Island.....	1	2		
Tennessee.....			1	1
Texas.....	4	18	8	21
Utah.....	18	63	16	59
Vermont.....	5	11	1	1
Washington.....	30	82	14	50
Wisconsin.....	10	33	6	9
Wyoming.....			2	2
Totals.....	256	829	199	657

The following statement shows the number of homestead and pre-emption entries reported in each year since 1874, and the number and proportion of those entries which have been cancelled for non-fulfilment of the conditions of entry.

Departmental Year Ended.	HOMESTEADS.			PRE-EMPTIONS.		
	Number of Entries.	Number Cancelled.	Percentage.	Number of Entries.	Number Cancelled.	Percentage.
31st October, 1874.....	1,376	890	64	643	613	95
do 1875.....	499	303	60	391	229	58
do 1876.....	347	153	44	263	136	51
do 1877.....	845	459	54	594	357	60
do 1878.....	1,788	1,377	77	1,580	932	58
do 1879.....	4,068	2,049	50	1,729	1,460	84
do 1880.....	2,074	679	32	1,004	494	49
do 1881.....	2,753	937	34	1,649	789	47
do 1882.....	7,483	3,492	46	5,654	3,168	56
do 1883.....	6,063	1,833	30	4,120	1,653	40
do 1884.....	3,753	1,137	30	2,762	1,070	38
do 1885.....	1,858	602	32	653	426	65
do 1886.....	2,657	322	30	1,046	440	41
do 1887.....	2,036	463	22	585	253	43
do 1888.....	2,655	687	25	454	238	52
do 1889.....	4,416	1,729	39	1,355	757	55
do 1890.....	2,955	842	28	371	.....	.....
do 1891.....	3,523	1,012	28	.....	.....	.....
do 1892.....	4,840	1,460	30	.....	.....	.....
do 1893.....	4,067	1,036	25	.....	.....	.....
do 1894.....	3,209	847	26	.....	.....	.....
31st December, 1894.....	3,174	882	27	.....	.....	.....
do 1895.....	2,394	523	21
do 1896.....	1,857	141	7
6 months ended 30th June, 1897.....	1,224	17	1

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STATEMENT showing the number of Letters Patent issued by the Department in each year since 1874, and the number of those issued which have since been cancelled in each year.

Year.	Number Issued.	Number Cancelled.
Departmental Year ended 31st October, 1874.....	536	6
do do do 1875.....	492	4
do do do 1876.....	375	4
do do do 1877.....	2,156	13
do do do 1878.....	2,597	32
do do do 1879.....	2,194	57
do do do 1880.....	1,704	41
do do do 1881.....	1,768	11
do do do 1882.....	2,766	11
do do do 1883.....	3,591	16
do do do 1884.....	3,837	24
do do do 1885.....	3,257	18
do do do 1886.....	4,570	17
do do do 1887.....	4,599	26
do do do 1888.....	3,275	34
do do do 1889.....	3,282	30
do do do 1890.....	3,273	20
do do do 1891.....	2,449	35
do do do 1892.....	2,955	27
do do do 1893.....	2,936	16
do do do 1894.....	2,553	15
Year ended 31st December, 1894.....	2,682	16
do do do 1895.....	2,118	12
do do do 1896.....	2,665	20
do do do 1897.....	2,972	17

CORRESPONDENCE.

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

Departmental Year ended 31st October.	Letters Received.	Letters sent.	Total.
1874.....	3,482	4,150	7,632
1875.....	1,974	2,189	4,163
1876.....	2,256	3,097	5,353
1877.....	3,137	3,677	6,814
1878.....	4,642	6,009	10,651
1879.....	5,586	6,179	11,765
1880.....	8,222	9,940	18,162
1881.....	13,605	15,829	29,434
1882.....	25,500	30,300	55,800
1883.....	27,180	33,500	60,680
1884.....	27,525	33,386	60,911
1885.....	33,970	43,997	77,967
1886.....	60,964	67,973	128,937
1887.....	47,845	60,890	108,735
1888.....	43,407	52,298	95,705
1889.....	48,316	50,500	98,816
1890.....	36,200	36,008	72,208
1891.....	38,000	36,267	74,267
1892.....	41,990	42,203	84,193
1893.....	50,794	48,145	98,939
1894.....	48,619	50,840	99,459
1895.....	49,991	45,898	95,889
1896.....	47,501	44,238	91,739
1897.....	65,714	64,147	129,861

The number of registered letters during the departmental year 1897, was :—
Received 1,932, sent 4,716.

DOMINION LANDS WITHIN THE RAILWAY BELT, BRITISH COLUMBIA.

In this relation, it should be explained that considerable difficulty has heretofore been experienced in the administration of public lands under the control of the Dominion Government within what is commonly known as the Railway Belt upon the mainland of British Columbia. This state of things was due to various causes, chief amongst which may be noted the difference existing between the systems of survey followed by the Dominion and Provincial Governments, respectively, in laying out the lands; the uncertainty as to the date from which the transfer of the Belt to the Dominion should be reckoned; and the conflicting contentions with regard to certain pre-emption rights recorded prior, and in some instances, subsequent to what was assumed to be the date of the transfer of the lands within the Belt to the Dominion Government. These difficulties were the source of much annoyance to intending settlers or purchasers, and greatly impeded the disposal of the lands vested in the Government of Canada in this Province. With a view to overcoming them, Mr. T. G. Rothwell, law clerk of the Department of the Interior, and Mr. J. A. J. McKenna, private secretary to the Superintendent General of Indian Affairs, were, in the month of August last, commissioned to proceed to Victoria and confer with the provincial authorities, for the purpose, if possible, of making an arrangement which, while safeguarding the right of the Province, would afford the Dominion Government the means of carrying out its policy with regard to the administration of these lands. I am glad to be in a position to report that the agreement which resulted from the conferences conducted with the Government of British Columbia by Mr. Rothwell and Mr. McKenna has removed the difficulties referred to above and has provided for the satisfactory administration of the Dominion lands within the Belt.

YUKON DISTRICT.

Under the arrangements made in 1895 for the administration of the Yukon District, Inspector Constantine of the North-West Mounted Police represented all the Departments of the Government: he was acting as Dominion Lands Agent, Collector of Customs and Collector of Inland Revenue. The business had grown to such proportions that he was no longer able to attend to it properly and to fulfil his duties as officer in command of the Mounted Police. He asked to be relieved and endorsed a recommendation frequently made by Mr. W. Ogilvie that the agent of this Department should be a surveyor. The great rush which was anticipated as a consequence of the gold discoveries on the Klondike river made it imperative to carry out Messrs. Ogilvie and Constantine's recommendations. Mr. Thomas Fawcett, Dominion Topographical Surveyor, was therefore selected to represent the Department of the Interior in the District as Gold Commissioner, surveyor and land agent. He left Ottawa on the 1st of May with a staff consisting of two surveyors and four men, arriving at Dawson on the 15th of June; and having met Inspector Constantine, he took formal charge of the lands and mines administration.

Mr. W. Ogilvie who had been in the district since 1895, was unable to return to Ottawa in the fall of 1896: his presence on the ground during the winter of 1896-97 proved most useful. He was able to survey all the most valuable claims in the region of the Klondike and to adjust disputes between the miners which, without him, would have led to serious complications. With his assistance and advice, Mr. Fawcett was able to organize an efficient administration in time to meet the in-coming rush.

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I consider it my duty to place on record here the Department's high appreciation of the very able and satisfactory manner in which Mr. Ogilvie has discharged the important and delicate duties entrusted to him by the Government of Canada in connection with the development of this district. The marked ability and tact which he has displayed at all times throughout his arduous operations, and his constant endeavour, under most trying circumstances, to properly safeguard the interests of the Government of his country, justly entitle him to the esteem and gratitude of the Canadian people.

The surveys staff of the Gold Commissioner has been increased by the appointment of two new surveyors and four men: a clerk has also been detailed to assist him. Owing to the scarcity of provisions, some of the party had to be sent to Fort Yukon, but they are expected back at Dawson by the end of March or the beginning of April and to start surveying work at once.

ROUTES TO THE YUKON.

Two explorations were made for the purpose of exploring routes to the Yukon. One party under Arthur St. Cyr examined the country between the Stikine river and Teslin lake, locating a road from the lake to the Nahlin river. He surveyed the old pack trail from Telegraph creek to Teslin lake and continued the exploration over Level Mountain and up the Tuya river. Later, under the direction of Mr. Jennings, he went down Teslin lake and the Teslin river, returning by McClintock portage and Skagway.

The Chilkat pass and overland route to Fort Selkirk were explored by J. J. McArthur. He reached Fort Selkirk on the 30th July and on his way back examined the Takhini river which he found unfit for navigation, rapids extending over ten miles from the outlet of lake Kusawah. An interesting particularity elucidated by Mr. McArthur's exploration is that the country examined is by no means without value for agricultural purposes. The climate is milder than on the coast and about the same as on the North Saskatchewan.

In view of the rapid development of this part of the North-western Territories, however, and especially of the large influx of miners and prospectors who have been already attracted to these gold fields during the past season—the town of Dawson alone, near the confluence of the Yukon and Klondike Rivers, being reported at the present time to contain a population of at least five thousand souls, which will likely be tripled during the coming spring,—it was deemed necessary, for the proper enforcement of law and order, as well as for the successful management of the Government's interests in that district, that an officer representing the Government of Canada should be appointed as chief executive officer of the Government, with full authority over all officials of the various Departments of the Government, as well as the North-West Mounted Police stationed there. Mr. James M. Walsh, of Brockville, Ontario, who was for many years connected with the Mounted Police force in the North-West as district superintendent, was appointed Commissioner of the Yukon Territory on the 17th of August last. It may

not be irrelevant to state here that the wisdom displayed by Mr. Walsh in the discharge of his duties when serving as an officer in the North-West Mounted Police, and his well known character of high mindedness, would appear to specially fit him for the position of trust and responsibility to which he has been appointed by the Government.

It was further felt that in order to facilitate the administration of justice, both civil and criminal, in the Klondike District, one of the members of the Supreme Court of the North-West Territories should have his domicile in close proximity to the various centres of population that have recently sprung up in that region, and with this end in view Mr. Justice McGuire, of Prince Albert, Saskatchewan, has been transferred to Dawson City, vested with the fullest authority as regards any legal or criminal matters that may be brought before him.

A registrar for the district was also appointed in the person of Mr. F. C. Wade, barrister at law, of Winnipeg, as well as two inspectors, Mr. J. D. McGregor, of Brandon, Man., and Mr. H. H. Norwood, of Berwick, N.S. The duties of these inspectors will consist chiefly in inspecting mining locations and reporting thereon to the gold commissioner, with a view specially of supervising the collection of dues and the settlement of conflicting claims.

I beg to add that regulations governing placer mining and the issue of leases to dredge for minerals in the beds of rivers in the Klondike District have lately been issued, and all necessary arrangements made in the way of having the Government officials there supplied with forms and other office materials requisite to enable them to carry on the work of the Department expeditiously when the busy season opens.

It may not be out of place to give here at some length a summary of these regulations.

They provide for the issue of a "Free Miner's Certificate" upon payment of a fee of \$10. If issued to a Company having a nominal capital of \$100,000 or less the fee is \$50, and for a Company having a nominal capital exceeding \$100,000 the fee is \$100. The certificate is good for one year, and entitles the holder thereof to all the rights and privileges of a free miner, under any mining regulations of the Government of Canada.

The certificate also grants to the holder thereof the privilege of fishing and shooting, subject to the provisions of any Act which has been passed, or which may hereafter be passed for the protection of game and fish; also the privilege of cutting timber for actual necessities, for building houses, boats, and for general mining operations; such timber however, to be for the exclusive use of the miner himself, but such permission shall not extend to timber which may have been heretofore or which may hereafter be granted to other persons or corporations.

No person or joint stock company will be recognized as having any right or interest in or to any placer claim, quartz claim, mining lease, bed-rock flume grant, or any minerals in any ground comprised therein, or in or to any water right, mining ditch, drain, tunnel or flume, unless he or it and every person in his or its employment shall have a free miner's certificate unexpired.

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Creek and gulch claims are 250 feet in length measured along the creek or gulch, and are of various depths, but in no case shall the depth exceed 1,000 feet on each side of the creek or gulch.

River claims shall be situated only on one side of the river and shall not exceed 250 feet in length, measured in the general direction thereof and are of various depths, but in no case shall the depth of a river claim exceed 1,000 feet.

A hill claim shall not exceed 250 feet in length, measured in the main direction of the stream or ravine on which it fronts. The depth may be to the summit of the hill, provided the distance does not exceed 1,000 feet.

All other placer claims shall be 250 feet square.

If a free miner or party of free miners discover a new mine, and such discovery shall be established to the satisfaction of the Mining Recorder, creek, river or hill claims of the following size shall be allowed, namely:—

To one discoverer, one claim, 500 feet in length.

To a party of two discoverers, two claims, amounting together to 1,000 feet in length.

To each member of a party beyond two in number, a claim of the ordinary size only.

A claim shall be recorded with the Mining Recorder in whose District it is situated within ten days after the location thereof, if it is located within ten miles of the Mining Recorder's office. One extra day shall be allowed for every additional ten miles or fraction thereof.

Every alternate ten claims shall be reserved for the Government of Canada. That is to say when a claim is located, the discoverer's claim and nine additional claims adjoining each other and numbered consecutively will be open for registration. Then the next ten claims of 250 feet each will be reserved for the Government, and so on. The alternate group of claims reserved for the Crown shall be disposed of in such manner as may be decided by the Minister of the Interior.

The holder of a creek, gulch or river claim may within sixty days after staking out a claim, obtain a hill claim adjoining it by paying \$100. This permission is also extended to persons who obtained entry under former regulations for the class of claims above mentioned. No miner shall receive more than one mining claim in a mining district the boundaries of which shall be defined by the Mining Recorder; but the same miner may also hold a "hill claim" in the manner mentioned in the preceding paragraph and any number of claims by purchase; and any number of miners may unite to work their claims in common, upon such terms as they may arrange, provided such agreement is registered with the Mining Recorder and a fee of \$5 paid for each registration.

An entry fee of fifteen dollars shall be charged the first year, and an annual fee of \$15 for each of the following years. This provision shall apply to claims for which entries have already been granted.

The entry of every holder of a grant for placer mining must be renewed and his receipt relinquished and replaced every year, the entry fee being paid each time.

A royalty of ten per cent on the gold mined shall be levied and collected on the gross output of each claim. The royalty may be paid at banking offices to be established under the auspices of the Government of Canada, or to the Gold Commissioner, or to any Mining Recorder authorized by him. The sum of \$2,500.00 shall be deducted from the gross annual output of a claim when estimating the amount upon which royalty is to be calculated, but this exemption shall not be allowed unless the royalty is paid at a banking office or to the Gold Commissioner or Mining Recorder. When the royalty is paid monthly or at longer periods, the deduction shall be made ratable on the basis of \$2,500 per annum for the claim. If not paid to the bank, Gold Commissioner or Mining Recorder, it shall be collected by the customs officials or police officers when the miner passes the posts established at the boundary of a district. Such royalty to form part of the consolidated revenue, and to be accounted for by the officers who collect the same in due course. The time and manner in which such royalty shall be collected shall be provided for by the regulations to be made by the Gold Commissioner.

In the event of a claim being more than 100 miles from a Recorder's office, and situated where other claims are being located, the free miners, not less than five in number, are authorized to meet and appoint one of their number a "Free Miner's Recorder," who shall act in that capacity until a Mining Recorder is appointed by the Gold Commissioner.

If the "Free Miner's Recorder" fails within three months from the date of his appointment, to notify the nearest Government Mining Recorder of the appointment, the claims which he may have recorded will be cancelled.

Regulations for the issue of leases to dredge for minerals, other than coal, in the beds of rivers, in the Provisional District of Yukon, were approved by the Governor General in Council on the 18th January of this year. The regulations provide for the issue of a lease of five miles of a river, and although the lessee may also obtain as many as five other leases, each for an unbroken extent of five miles of a river, no more than six such leases are issued in favour of an individual or a Company. The lease provides for the survey of the leasehold within one year from the date thereof. The term of the lease is twenty years, renewable in the discretion of the Minister of the Interior. The lessee's right of mining and dredging is confined to the submerged bed or bars in a river, below low water mark. It is necessary for the lessee to have at least one dredge in operation upon the five miles of river leased to him, within two seasons of the date of his lease, but, if he has obtained more than one lease, one dredge for each fifteen mile or portion thereof is held to be compliance with these regulations. The rental is \$100 per annum, for each mile of the river leased. The lessee also pays to the Crown a royalty of 10 per cent on the output in excess of \$15,000.

OPERATIONS OF THE TOPOGRAPHICAL SURVEYS BRANCH.

The surveys performed by this branch of the Department during the past year have been on a much more extensive scale than for a number of years past; they may for convenience of reference be divided into four classes. There were the usual township subdivision surveys by which lands are laid out for settlement: the boundary surveys which are for the purpose of inquiring into and determining the various matters in connection with the international boundaries between Canada and the United States as

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well as the delimitation of the boundary lines between provinces in the Dominion : the irrigation surveys inaugurated for the purpose of investigating the supply of water and its artificial application to the land in the western portion of the Territories ; and the Yukon surveys under which mining locations, claims, townsites, etc. are laid out.

SUBDIVISION SURVEYS.

The greater proportion of the township subdivision surveys were conducted in the Lake Dauphin and Swan River districts. Lands for settlement purposes have been in great demand in these districts and it was therefore found necessary to place four survey parties here for the season. Messrs. James Dickson and A. F. Martin were employed in the Lake Dauphin district. The land is generally of good quality ; some of it is excellent. It is well wooded and watered and now that there is railroad communication, it offers on the whole exceptional inducements to intending settlers. A number of Galicians entered this district in advance of the surveyors and although they were delayed in making improvements by reason of the uncertainty of their locations, they have notwithstanding made exceedingly good progress. During the past summer a larger number came in and took up lands as rapidly as the surveys could be prosecuted. It is very gratifying to observe that they are honest and industrious people and give promise of being a desirable class of settlers. Salt exists in quantities in one of the townships in this locality and it is expected that its manufacture will eventually be undertaken on a large scale.

The surveys in the Swan River district were in charge of Messrs. Bélanger and Hubbell. The land along the river consists for the most part of prairie studded with bluffs of poplar, there is a fair proportion of good soil and an abundance of hay. Back from the river the land is wooded and not quite so good in quality. The whole district is well watered and is a desirable locality for settlement. Quite a number of Galicians have found their way in here and settled upon lands. Large herds of moose roam over the district ; some action may become necessary to prevent the indiscriminate slaughter of these animals by the Indians.

Mr. J. E. Woods was engaged in Manitoba and for a short time in the south-eastern portion of Assiniboia, correcting some erroneous surveys and renewing the markings of corners which had become obliterated through fires or other causes.

Mr. Burke was employed in Manitoba renewing the survey marks of a few townships in order to locate settlers who could not find any of the markings of the previous surveys.

At the request of the Yorkton Board of Trade Mr. C. C. DuBerger surveyed a meridian outline north for some distance from the north-eastern corner of Assiniboia in order that the North-West Government might be in a position to open a road to some timber limits on the Red Deer River.

In Alberta Mr. J. K. McLean surveyed the road from Sturgeon river to Athabasca Landing. This is an old and well established trail having been used for many years by the Hudson's Bay Company ; of late years the traffic over it has very materially increased owing to the fact that many traders have extended their operations in the north. Mr. McLean also surveyed some river lots on the Athabasca, a road along the river front, and subdivided some lands on the Sturgeon River upon which a number of squatters had located.

The surveys required in the British Columbia Belt were performed by Messrs. Jos. E. Ross and Arthur St. Cyr. Survey operations have been much complicated and retarded in this district for some years past owing to the constant difficulties arising under the terms of the contract made with the Province of British Columbia for the transfer of the Railway Belt to the Dominion. It was often impossible to ascertain whether the lands belonged to the Dominion or to the Province and in many instances the lands which belonged to the one Government were surveyed and dealt with by the other. I am, however, pleased to say that a satisfactory settlement has recently been arrived at between the two Governments which will have the effect of much simplifying operations for the future in this locality.

SETTLEMENT SURVEYS COMPLETED TO DATE.

Hereunder will be found the usual table of subdivision or settlement survey work completed each year since the commencement of the surveys, with the result of last season's operations added :—

	Acres.	Number of Farms of 160 Acres each.
Previous to June, 1873	4,792,292	29,952
In 1874	4,237,864	26,487
1875	665,000	4,156
1876	420,507	2,628
1877	231,691	1,448
1878	306,936	1,918
1879	1,130,482	7,066
1880	4,472,000	27,950
1881	8,147,000	50,919
1882	10,186,000	63,662
1883	27,234,000	170,212
1884	6,435,000	40,218
1885	391,680	2,448
1886	1,379,010	8,620
1887	643,710	4,023
1888	1,131,840	7,074
1889	516,968	3,231
1890	817,075	5,106
1891	76,560	476
1892	1,395,200	8,720
1893	2,928,640	18,304
1894	300,240	1,876
1895	406,240	2,539
1896	506,560	3,166
1897	428,640	2,679
Total	79,181,135	494,878

BOUNDARY BETWEEN CANADA AND THE UNITED STATES.

Mr. William Ogilvie, in the winter of 1895-96, surveyed some sixty miles of the meridian of longitude 141°, from a point about five miles north of the Yukon River to within two miles of Sixty-Mile Creek. The basal point of the survey was the point where the meridian crosses the Yukon, at which place Mr. Ogilvie had, in the winter of 1887-88, determined the longitude by a careful series of lunar culminations. His resulting longitude was checked by the subsequent observations at or near the same place by the

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officers of the United States Coast and Geodetic Survey, the discrepancy between the two series of observations being small. Mr. Ogilvie's line, therefore, north and south from this point, although it is not accepted by the United States as an international line, is close enough to the true line for the ordinary purposes of administration, pending the final demarcation of the boundary.

The extent of Mr. Ogilvie's survey was sufficient to mark the dividing line on the various creeks, most of which are tributaries of Forty-Mile and Sixty-Mile Creeks, where placer mining was being done at the time. Since then the discovery of the richer deposits on the tributaries of the Klondike River has drawn away the mining population from the vicinity of the 141st meridian, and it has not been necessary to survey any more of that line.

Negotiations have been in progress with the United States Government looking to the permanent demarcation of the whole of the 141st meridian from the St. Elias range to the Arctic Ocean. A Convention providing for this demarcation was signed on the 30th January last by Her Majesty's Ambassador at Washington and the Secretary of State of the United States. This Convention was in due course submitted to the United States Senate, but has not yet received the ratification of that body.

While the pressing need of a survey of the 141st meridian has been for the time relieved by the removal to a large extent of the mining population to the richer fields to the eastward, the rush of gold seekers to the Yukon has drawn attention to the question of the undetermined boundary line, eastward from the 141st meridian, between the Coast Strip of Alaska and the Province of British Columbia.

The survey of the territory adjacent to this portion of the boundary line was made by the joint Commission under the Convention of 1892, but before the actual demarcation of the line is proceeded with it will be necessary to come to an agreement on certain questions of the interpretation of the Russian treaty of 1825. One of these questions is the meaning of the word "coast" in the provision that the boundary shall follow "the summit of the mountains situated parallel to the coast". This involves the question of the ownership of the northern portion of Lynn Canal, whence the three at present most travelled overland routes to the Yukon strike inland, namely, the Dalton trail and the Chilkoot (or Dyea) and White Passes. A considerable population has been attracted to the landing places of these trails, especially at Skagway Bay, the starting point for White Pass. A United States Customs sub-port has been established at Dyea, where goods are bonded through to the undisputed Canadian territory across the passes at the lakes where the Lewes River heads. Although, as above stated, the rights of jurisdiction of the two countries over the territory in which this sub-port is situated are yet undetermined, the Canadian Government, with a view to the convenience of those bringing their outfits and supplies over the passes, has consented to the arrangement, pending the final settlement of the boundary question.

In the last Annual Report of the Department my predecessor discussed various questions which have arisen, or which may arise, with reference to the several portions of the southern boundary of Canada from the Atlantic to the Pacific, which have been surveyed under successive boundary treaties. No field work has been done on these lines during the past year, pending the receipt of the original reports and field notes which have been asked for from the Imperial authorities through the High Commissioner's Office.

The mapping of the survey of part of the north shore of Lake Erie, the field work of which was performed under Mr. Klotz in 1896, has advanced to completion. This survey gives the accurate position of the shore line between Grand River and Kingsville Stations of the U. S. Lake Survey. Interesting results have also been obtained with regard to the recession of the shore line in the time elapsed since the first surveys of the lake.

INTERPROVINCIAL BOUNDARIES.

The delimitation of the boundary line between the Provinces of Ontario and Manitoba extending from the North West Angle of the Lake of the Woods to the Winnipeg River was made during the past season. As pointed out in last year's report, negotiations have been pending for some years between the Dominion, Ontario and Manitoba Governments for the survey of this line. It was thought that the Provinces should join the Dominion in appointing a commission to effect the necessary survey. The Government of Manitoba declined to join and took the ground that they were not sufficiently interested in the matter to warrant their incurring any expenditure in that direction at that time. The commission was therefore confined to representatives from the Dominion and Ontario: Mr. Elihu Stewart on behalf of the Dominion, and Mr. Bryce J. Saunders on behalf of Ontario. The line has been carefully posted throughout with cedar and iron posts surrounded in the most of cases with stone mounds.

TIMBER, MINERAL AND GRAZING LANDS.

The revenue from the above sources for the fiscal year 1896-97 was \$88,309.50. This does not include sales of lands containing minerals. The revenue for the fiscal year 1895-96 was \$84,364.54.

TIMBER.

The timber dues received amounted to \$69,494.18 being an increase of \$7,291.08 as compared with the previous fiscal year. Of the revenue derived from timber, \$23,012.52 was for bonuses, ground rents, royalties and dues on timber cut from lands in the Railway Belt in the Province of British Columbia, being an increase of \$4,493.42, as compared with the previous year. The total revenue received from timber in Manitoba and the North-West Territories up to the 1st of July, 1897, was \$1,145,574.46, and the total revenue from timber within the Railway Belt in British Columbia up to the same date was \$305,004.93.

During the year 34,376,599 feet B.M. of lumber were manufactured from timber cut under license in Manitoba, the North-West Territories and within the Railway Belt in British Columbia, and 32,894,251 feet B.M. were sold.

The Crown Timber Agent at Winnipeg gives the following information in relation to the quantity of lumber disposed of in Manitoba, and at points as far West as Regina in the Territories.

	Feet.
Canadian Pine, from the Lake of the Woods.....	45,000,000
do from points between Lake of the Woods and Port Arthur.....	10,500,000
Canadian Spruce (Manufactured in Manitoba).....	14,241,909
United States Pine and hard-wood imported from the State of Minnesota.....	16,871,104
British Columbia products.....	6,000,000

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Approximately 65,000 cords of wood were marketed at Winnipeg, at prices varying from \$2.50 to \$4.25 per cord. Of this quantity 6,385 cords were brought in from the United States.

Following is a comparative statement of the average price of lumber within the several Crown Timber Agencies during the past thirteen years. The cost of this article has been very much reduced within that time.

Agency.	1885.	1894.	1895.	1897.
	Per M.	Per M.	Per M.	Per M.
Winnipeg	\$13.50 to \$25	\$17	\$17 to \$19	\$12 to \$15.50
Brandon	20 to 22	15	15	13 to 15.00
Whitmouth.....	11 to 12	.....	10	10 to 11.00
Calgary	25 to 30	8 to 16	8 to 16	8 to 16.00
Fort McLeod	30	10	10 to 16	7 to 16.00
Lethbridge .....	.....	9 to 16	.....	.....
Prince Albert.....	30 to 45	10 to 25	8 to 25	15 to 17.50
Edmonton	25 to 30	18	13 to 16	10 to 12.00
British Columbia.....	.....	10	7 to 9	7 and 8.00

The number of timber berths under license and permit in the Province of Manitoba and the Territories is 283, and on Dominion Lands in the Province of British Columbia 149. A list of timber berths either licensed or authorized to be licensed appears in the report of the Clerk in Charge of the Timber & Mines Branch of this Department.

GRAZING AND STOCK-RAISING.

Mr. W. Pearce, Superintendent of Mines at Calgary, in his report upon the stock industry of the Territories, states that last winter was on the whole favourable for this business; that outside of the Pincher Creek District the loss of cattle was very light, that the development of the mining industry in British Columbia has furnished a first-class market for cattle which are not large enough in size or good enough in quality to warrant the owners thereof exporting them to England; that the prices obtained were from \$25.00 to \$45.00 per head for cattle; and that horses, for which there has been very little demand the last few years, will now, owing to the excitement about the Yukon country, be more readily disposed of.

The sum of \$8,356.39 was received for grazing lands during the fiscal year 1896-97 as compared with \$14,054.35 collected during the previous fiscal year. This decrease in revenue was caused by some of the largest lease-holders relinquishing their leases on the 31st of December last, in compliance with a request made by the Government in order that the lands embraced within the tracts might be opened for homestead entry, and scheduled to railway companies as a portion of their land subsidies.

Although the revenue has decreased the number of ranches is increasing, but the areas leased are much smaller during the last few years. The majority of the lessees are settlers who acquire a few sections of land in the vicinity of their homesteads. The total number of leases now in force is 375, covering an area of 248,219.89 acres. There are also in force 45 leases of School Lands in the North-West Territories, covering a

total area of 15,936 acres, and 39 leases of School Lands in Manitoba, including a total area of 8,569.50 acres.

A list of the lessees of grazing lands and the areas of each leasehold may be found in the annual report of the Clerk in Charge of the Timber, Mineral and Grazing Lands Branch.

Since September 1889, the regulations governing the issue of leases for grazing purposes of Dominion Lands in Manitoba, and the North-West Territories also applied to the Railway Belt in British Columbia, but as they were different to the regulations issued by the Provincial Government for the remainder of the Province, they were found to work unsatisfactorily, and were rescinded. Regulations similar to those in force in the Province were adopted under the authority of an Order in Council dated the 15th of July, 1897.

HAY.

The dues received from the 1st of July, 1896, to 1st of July, 1897, amounted to \$7,086.43, as compared with \$7,801.22, collected during the previous fiscal year. The total number of permits issued by Agents was 2,353.

MINERALS OTHER THAN COAL.

Fourteen locations containing minerals other than coal were sold during the last fiscal year. Of this number nine were transferred to the Government of British Columbia under an arrangement between that Government and the Government of Canada in 1890, whereby the Provincial Government who own the precious metals were empowered to grant entries for locations containing any minerals with the exception of coal, in accordance with their regulations, and purchasing from the Government of Canada the land at the rate of \$5.00 per acre.

The total amount received for sales of mining locations in the Railway Belt up to the 30th of June, 1897, was \$7,465.20.

The total revenue from the sales of mining locations in Manitoba, the North-West Territories, and in the Railway Belt in British Columbia up to the 30th of June, 1897, was \$15,827.35, and the area sold was 3037.18 acres.

During the last fiscal year 325 entries were made for mining locations other than coal in Manitoba and the North West Territories. This number, however, does not include the entries granted for mining claims along the Yukon River and its tributaries.

From statements received from the Agents of this Department it appears that up to the 1st February of this year 3,337 placer claims, 65 quartz claims, and two hill claims in the Yukon District were recorded; and that the fees collected amounted to \$87,163.44.

The number of entries for mining locations in Manitoba and the North West Territories exceeds that of any previous year. Of the 325 entries above referred to 96 were for locations situated at Hawk Lake and its vicinity near the boundary line between Ontario and Manitoba; 104 for locations on the shores of Lake Winnipeg and its tributaries; 22 locations on the Winnipeg River and streams flowing into it, and the

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remainder for locations situated along the North Saskatchewan River and the vicinity of Calgary. The sum of \$1,932.00 was received in payment of fees for entry and for the registration of assignments. This amount does not include the fees collected for mining locations in the Yukon District.

As it was found that the mining regulations of the 9th of November, 1889, in relation to placer mining did not operate satisfactorily in the disposal of placer mining locations along the North Saskatchewan River, new regulations were adopted under the authority of an Order in Council of the 17th of April, 1897. For the same reason regulations governing the granting of entries for placer claims along the Yukon River and its tributaries were issued under the authority of an Order in Council dated the 21st of May, 1897. These regulations, to which I have already referred in a preceding paragraph were last amended on the 18th January last.

Under the authority of an Order in Council of the 21st of July, 1897, as amended by an Order of the 29th of the same month, regulations were issued for the issue of leases to dredge for minerals other than coal in the submerged beds of rivers in Manitoba and the North-West Territories, excepting the Yukon River and its tributaries, and on the 18th of January, 1898, regulations were adopted for the issue of leases to dredge for minerals other than coal in the beds of rivers in the Yukon District.

Representations having been made to the Department that the present regulations governing the granting of quartz claims and placer claims, do not afford sufficient encouragement to prospectors and capitalists to work under them, new regulations are being framed, similar to those issued by the Government of British Columbia.

COAL MINING LANDS.

The revenue from coal lands during the last fiscal year was only \$75.76. The total area sold up to the 1st of July, 1897, was 15,211.41 acres, and the total amount received therefor was \$156,431.79, over \$10.00 per acre on the average.

Mr. Pearce, Superintendent of Mines, in his report states that the coal production of the Territories up to the 1st of July last was about the same as the preceding year. In his report for 1896 Mr. Pearce stated that the coal output was about as follows :—

	Tons.
Lethbridge	120,000
Canmore	60,000
Anthracite	20,000
Edmonton and Okotoks	4,000
Kneehill	2,000
Souris	9,000
Other points	10,000

Mr. Pearce further stated that since the 1st of July last the output has been very materially increased ; that at Canmore the increase has been at least 250 per cent, at Lethbridge probably 100, but that at other points excepting Anthracite probably no material increase had taken place ; and that the construction of the Crow's Nest Pass Railway has caused considerable attention to be directed towards the coal at or near that road.

Mr. Stephenson, the Crown Timber Agent at Winnipeg, gives the following information with respect to the consumption of coal in Manitoba and the North-West Territories :—“The following statement of the consumption for the year ended 31st of October, 1897, has been carefully prepared, and can be taken as about correct :—

	Tons.
American anthracite	24,000
Canadian anthracite (points East of Regina)	12,000
American (soft) “ “	700
Galt “ “ “	6,500
Souris, Lignite “ Moosejaw	17,500
	Per ton.
American anthracite F. O. B. at Winnipeg	\$9.50
Canadian “ “ “	9.00
American (soft) Coal “ “	6.50
Canadian “ Galt “ “	6.00
Canadian “ Souris “ “	3.75
Souris lignite is selling “ at Brandon and Regina	3.50
And at Melita and Moosejaw for	3.25.”

IRRIGATION.

The subject of irrigation has continued to attract a great deal of attention in the southern and south-western portion of the Territories during the past year and material progress has been made both in the mileage of ditches and canals constructed for delivery of water for irrigation purposes and in the area of land brought under cultivation by this means. In the early part of the summer considerable, and in some cases serious, damage was done to many of the ditches by the unprecedented floods which occurred in most of the streams heading on the eastern slope of the Rocky Mountains, the head-works of the ditches not having been designed to meet such a rapid and extreme rise in the sources of supply. However, the faith of those owning ditches was clearly shown by the manner in which they set to work to repair the damage as soon as the waters had subsided, and the very bountiful yield of all kinds of crops on irrigated lands and the good market which there has been for irrigated products repaid them, and did much to meet what might otherwise have caused a serious set-back to the extension of the irrigation principle.

At the date of the last annual report of the Department there were some 157 ditches in operation in the Territories supplying water sufficient to irrigate an area of 65,000 acres. The number of constructed ditches increased during the past year to 174 having a carrying capacity sufficient to irrigate 76,000 acres, and the present indications point to the larger part of this area being brought under cultivation by the aid of the artificial application of water at an early date. The experimental stage of irrigation in the Territories may now be said to be passed as the irrigated areas are so widely settled throughout the arid portion of the country and the returns from these areas have been so uniformly satisfactory during the past three seasons, that the principle is no longer looked upon as impirical and residents of the arid region are now practically unanimous in the opinion that much of the future development of that portion of the

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Territories within which irrigation is necessary, is dependent upon the early construction of some of the larger canals which have been projected.

In addition to the increase in the number of ditches above referred to the past year has witnessed a very marked increase in the number of applications filed under the provisions of the Irrigation Act for water for domestic and stock-watering purposes; 49 rights of this kind having been applied for during the past season. The larger part of this number consists of applications made by the Territorial Government for water rights for reservoirs in the eastern portion of the Territories which they have constructed with a view to improving the present poor supply of water in many localities for domestic use and stock-watering. It is understood that the applications filed so far only compose a small part of the total number of records of this character to be made by the Territorial Government and it will thus be seen that the provisions of the Irrigation Act are being taken advantage of to secure to the public a much needed water supply in a direction not particularly in view when the Act was passed.

The system adopted in 1895 and 1896 of obtaining reliable information from irrigators regarding the results of their efforts during the season and of issuing this information in condensed bulletin form, has again been followed this year and it is expected that this bulletin will be ready for issue at an early date. These bulletins have proved of value from an educational standpoint, as they permit of an interchange of information between irrigators, much needed, and the number of dates of irrigations and character of crops best suited for irrigation are yet somewhat questions of experiment.

The Third General Report on Irrigation and the Canadian Irrigation Surveys is issued as part of this report, it being the results down to the end of last year, and contains much valuable and interesting information regarding this important part of departmental work. Short outline reports regarding the irrigation surveys during the past season are appended to the Surveyor General's Report for the year, that branch of the work coming more particularly under his charge.

SCHOOL LANDS.

MANITOBA.

With the exception of a parcel of 4 acres, purchased by the Trustees of the Wolflea School District for a School ground, at \$7 per acre, no auction sales of School Lands were held during the past fiscal year, as, after consultation with the Government of Manitoba, it was decided that better results would be obtained by holding the sales later on.

The total area of Manitoba School Lands disposed of so far at the auction sales held from time to time is 87,642.93 acres representing a principal sum of \$673,538.90 or an average price of \$7.68 per acre. Of this area, however, 2,715.77 acres have reverted to the School Endowment through the cancellation of sales, so that the total area actually disposed of at the close of the fiscal year was 84,931.16 acres representing a principal sum of \$654,400.71.

Assuming therefore the total area of the School Land in Manitoba to be, approximately, 2,277,900 acres, or one-eighteenth of the estimated area in the Province, there still remain 2,192,968 acres of these lands undisposed of.

The total net amount received, after deducting all refunds, up to the 30th June, 1897, on account of past sales of these lands was \$497,228.48, of which \$425,148.32 is principal, and \$72,080.16 interest, leaving still to be collected on that date \$231,552.68, all of which is due, and which bears interest at 6 per cent.

The revenue from this source for the past fiscal year was \$20,312.65 but of this sum \$4,288.53 were received during the six months ended the 31st December, 1896, and were included in the Report for that year, while \$16,024.12 were received during the six months ended the 30th June, 1897.

The receipts from the same source for the corresponding six months of 1896 were \$46,681.40.

The decrease in the payments on sales during the past fiscal year is no doubt chiefly due to the comparatively light harvest of the preceding season and to the very low prices the farmers have for some time been receiving for their grain, but, I am informed that since the harvest of this season and the advance in the price of grain, the payments are being well made and there is every prospect of a large revenue from this source during the current fiscal year.

The number of applications received during the year for the purchase of School Lands, chiefly in Manitoba, was 163. During the last few months, however, the applications have been increasing rapidly, and in the event of an auction sale being held in the near future the competition for these lands would probably be very keen.

For several years past numerous complaints have been made to the Department of the injury done to farms by the spread of noxious weeds from adjoining School Sections, which had at one time been partially cultivated and had then been abandoned, and had in consequence been over-grown with weeds.

After careful consideration of the whole question it was decided, with your approval, that the best way of dealing with this difficulty would be to permit the cultivation of the areas already broken to be continued on certain conditions, and with the express promise that no additional land should be brought under cultivation.

It was further decided, as these scattered and undefined patches of cultivation could not well be described in a formal lease, to issue, instead of leases, permits for the cultivation and cropping of such portions of School Sections as were already broken, subject to the payment in advance of fifty cents per acre, and upon the applicant filing his Statutory declaration as to the acreage then broken. The permit only covers one season, unless the land is to be summer-fallowed, in which case it covers the following season as well, but rental is only charged for one season. A notice was inserted in the Manitoba newspapers in May last advising the public of the terms on which these permits might be obtained, and at the same time warning all persons against cultivating School Lands without the authority of such permit. It was not till June that application for these permits began to come in and during the month \$430 were received from this source.

Since the close of the fiscal year numerous applications for these permits have been received and a number of permits issued, and the indications are that there will be a very considerable revenue from this source during the current fiscal year.

I am convinced that this method of dealing with the portions of School Sections not broken, will be found to be in the interests of the School Lands Endowment Fund

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as well as of the settlers, for it will keep the lands free from weeds while adding to the revenue; and when the land comes to be sold it will be more likely to bring a good price when in a state of cultivation and free from weeds than if abandoned and weed-grown.

NORTH-WEST TERRITORIES.

No auction sales were held during the past fiscal year, as there is not a sufficient demand as yet to warrant any general sale of these lands.

So far only 1450.26 acres have been disposed of in Alberta, which however realized the handsome sum of \$44,066.13 exclusive of interest, and which has all been paid. In Assiniboia 1,080.90 acres have so far been sold for \$5,452.17, of which \$758.40, principal is still outstanding.

No sales have yet been made in the districts of Saskatchewan and Athabasca.

The following statement shows the balance to the credit of the Manitoba School Lands Fund, and of each of the Provisional Districts of the North-West Territories, on the 30th July, 1897, and also the expenditure and the revenue from all sources.

MANITOBA School Lands Fund.

	DR.	CR.
	\$ cts.	\$ cts.
Balance, 30th June, 1896		426,489 99
Sales, 12 months ended 30th June, 1897		20,312 65
Rentals for cultivation purposes, 12 months ended 30th June, 1897		450 00
Timber, hay and grazing, 12 months ended 30th June, 1897		2,212 97
Interest, 12 months ended 30th June, 1897		15,192 88
Cost of management at Ottawa, 12 months ended 30th June, 1897	818 75	
Expenses, being examinations, valuations, auctioneers' fees, printing, advertising, &c.	145 61	
Interest paid to Manitoba Government, to 30th June, 1897	15,000 00	
Balance, 30th June, 1897	448,674 13	
	464,638 49	464,638 49

ASSINIBOIA School Lands Fund.

	DR.	CR.
	\$ cts.	\$ cts.
Balance, 30th June, 1896		5,693 67
Timber, hay, grazing, &c., 12 months ended 30th June, 1897		470 91
Interest, 12 months ended 30th June, 1897		199 21
Cost of management at Ottawa, 12 months ended 30th June, 1897	409 38	
Balance, 30th June, 1897	5,954 41	
	6,363 79	6,363 79

ALBERTA School Lands Fund.

-----	DR.	CR.
	\$ cts.	\$ cts.
Balance, 30th June, 1896.....		55,202 39
Timber, hay, grazing, &c., 12 months ended 30th June, 1897.....		658 76
Interest, 12 months ended 30th June, 1897.....		1,949 87
Cost of management at Ottawa, 12 months ended 30th June, 1897.....	409 37	
Balance, 30th June, 1897.....	57,401 65	
	57,811 02	57,811 02

SASKATCHEWAN School Lands Fund.

-----	DR.	CR.
	\$ cts.	\$ cts.
Balance, 30th June, 1896.....		817 05
Hay, timber, &c., 12 months ended 30th June, 1897.....		67 55
Interest, 12 months ended 30th June, 1897.....		29 84
Balance, 30th June, 1897.....	914 44	
	914 44	914 44

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IMMIGRATION.

Sharing with you, as I do, a deep sense of the importance of Immigration, I have devoted much time and attention to that branch of the work of the Department.

The necessity for an officer of a superior grade, who should devote his sole attention to conducting the immigration service at headquarters and in the field, led in due course to the appointment of Mr. Frank Pedley, who has entered on the active discharge of his duties as Superintendent of Immigration and Inspector of Immigration Agencies.

Mr. Pedley's initial report forms the preface to Part IV., which embraces the reports of all of the principal persons engaged in the service of sending and attending to the proper reception and care of the immigrants we are so fortunate as to secure.

Our interests in this relation are looked after in Great Britain and Ireland by the High Commissioner, and the Agents serving under him.

The High Commissioner in his report deals very fully with the changes in the staff which have been effected during the past year, and with the operations and locations of the Agents now employed.

In France and Belgium the work is being attended to by Mr. A. Bodard, who has his headquarters at No. 46, Rue du Général Foy, Paris, and Mr. Pierre Foursin, whose address is Rue de Rome 10, Paris. Both of these gentlemen work under the supervision of the High Commissioner. Mr. Bodard's report will be found in its proper place, but I regret to say that no report for the year has as yet come to hand from Mr. Foursin. Both of these gentlemen are possessed of an intimate acquaintance with Canada, and with the countries in which they are working, and they are otherwise well qualified to conduct their work successfully.

In the other European countries we are obliged to carry on our operations mainly through the instrumentality of the Steamship Agents, to whom we pay a bonus for this purpose, and the work of our regular Agents in Great Britain, Ireland, France and Belgium is supplemented in the same way.

In the United States we have two classes of Agents, namely, those whose reports will be found embodied in Part IV. of this volume, who are called State Agents and receive regular salaries and their expenses, and secondly, "Sub-agents," who are local men and employed on commission. The Sub-agents receive commissions according to the following scale, namely: for every male adult (18 years, or over) \$3, for every female adult \$2, and for each person under 18 years of age \$1, payable on the exchange of certificates issued by the Sub-agents to their clients for settlers rate tickets on the Canadian Pacific Railway, thus insuring their actual arrival in the country, the certificate being exchanged at the boundary.

A matter of paramount importance is the reception and proper care of immigrants on and after their actual arrival in Canada.

This branch of the work does not appear to have received the attention it demanded in times past, and efforts have been made, and it is believed with good results, during the last year, to remedy this very serious defect in the machinery of the Department.

Some improvements have been made in this respect in the service at the Ocean Ports, which have to do only with European immigration, but our particular endeavour

has been to improve matters in the North-West, where most of the immigrants for Canada from all countries are now handled, and where our machinery is now, I consider, very effective and complete. The Commissioner, Mr. W. F. McCreary, has charge. He is himself deeply interested in his work, and carries out the duties of his office with marked ability and assiduity, and he is assisted by a staff of well qualified Agents and other officials, who are located to the very best advantage for the performance of their work. In consequence of these measures, an immigrant arriving in the country is made to feel at home at once, his efforts to find a suitable location are facilitated, and the dissatisfaction and sense of loneliness and neglect which was formerly experienced by immigrants, resulting in a loss to the country of a considerable number of them, after incurring the trouble and expense of inducing them to come to Canada, has been entirely overcome.

With the view of getting the utmost benefit from our staff, we are employing in various localities in the United States, during the winter months, in promoting immigration, seven of the officials who at other times are employed in the reception and care of immigrants in the North-West.

There is evidence in the statistics published by the Governments of those European countries from which our immigrants are for the most part drawn, that there has been in recent years a very great drying up of the sources of supply. To take Denmark as an example, it appears that the emigration from that country to all other countries fell off from 10,422 in 1892, to 2,876 in 1896. In the face of this fact, it is gratifying to have to record that the passengers of the immigrant class who arrived at the ports of Quebec, Halifax, St. John and Montreal during the year 1897 show a satisfactory increase in their numbers when compared with the previous year's arrivals, as will be seen from the following table :—

1896.	
Arrivals of immigrant passengers.....	25,478
En route to the United States.....	8,643
Intending to reside in Canada.....	16,835
1897.	
Arrivals of immigrant passengers.....	27,209
En route to the United States.....	7,905
Intending to reside in Canada.....	19,304

And a particularly gratifying feature in this statement is that the through travel to the United States has decreased nearly 9 per cent in volume whilst the number of those declaring their intention to settle in Canada has increased by almost 15 per cent.

Manitoba, the North-West Territories and British Columbia were the ultimate destinations of 9,709 of these immigrants in 1897, an increase of 3,501, as compared with the previous year.

There has also been a very considerable increase in the number of arrivals from the United States, as the result of our energetic operations in that country.

It will be seen from the report of the Agent at St. John, that the North-West is not the only part of Canada which is profiting by our work in the States, as it is shewn that a steady stream of returning Canadians has set in from the New England States to New Brunswick.

Department of the Interior.

Our immigration on the whole has not only increased in quantity but its quality has been well sustained, as will be seen by the reports of the Agents of the Department and of the Philanthropic Societies and others whose testimony in this regard will be found in Part IV.

During the year, delegates have visited our North-West from Michigan, Kansas, Nebraska, Wisconsin, North and South Dakota, Minnesota and Pennsylvania, and they have, without exception, reported favourably on the country. This has helped our agents very greatly in their work, not only in the States named, but in other parts in which they are operating.

The reference in the report of the Agent at Calgary to the taxation of cattle in Nevada, calls attention to a circumstance which should help us very much in extending the development of our ranching country. It will be used to good effect by our Agents.

Commissioner McCreary's report is an important document, deserving careful perusal. His recommendation with regard to a Detention Hospital in connection with the Immigration Hall at Winnipeg is, as you are aware, being acted upon.

The prosperity of all districts of the North-West is testified to by the local Agents in their reports.

The following table shows the nationalities of the settlers who have taken up homesteads, and compares the number of entries granted in 1896, with the number granted during the year just past, shewing an increase of 549 in the number of entries, and of 1848 in the number of souls who have actually settled on homesteads.

NATIONALITIES.	1896. No. of entries.	1897. No. of entries.
Canadians from Ontario.....	309	455
do Quebec.....	32	75
do Nova Scotia.....	11	10
do New Brunswick.....	5	8
do Prince Edward Island.....	3	9
do British Columbia.....	4	2
do Manitoba.....	187	119
do North-West Territories.....	19	25
Persons who had previous entries.....	570	703
Canadians returned from the United States.....	385	396
United States.....	48	54
Newfoundland.....	142	164
English.....	2	2
Irish.....	278	300
Scotch.....	39	33
French.....	72	83
Belgians.....	64	55
Italians.....	17	15
Austro-Hungarians.....	2	1
Roumanians.....	83	358
Swiss.....	1	1
Hollanders.....	1	1
Germans.....	44	100
Danes—other than Icelanders.....	4	6
Icelanders.....	14	9
Swede-Norwegians.....	7	23
Russians—other than Mennonites and Poles.....	69	69
Mennonites.....	4	23
Poles.....	12	12
	1857	2406
Number of souls.....	5556	7404

A very important branch of our work abroad particularly in the United States is that of advertising, and this is now being attended to in a most thorough and systematic manner by our press agent, Mr. Will. J. White, whose report will be found in Part IV. Mr. White's training and experience as a journalist, and his wide acquaintance in publishing circles, fit him in no small degree for the work we have assigned to him and account for the satisfactory manner in which he is performing it.

The general outlook in the United States encourages us to continue our efforts there, and even to enlarge upon them if we can. We find that the desire for a change of location is very widespread in the States in which we are now operating not only on the part of ex-Canadians and natives of the British Isles, but of native-born Americans as well.

Many causes have contributed to this, some of which it may not be out of place to refer to here at greater length.

It appears that, some years ago, railway and land corporations, owning tracts of land in the Western States, succeeded in inducing a large number of farmers and others from Canada and the Eastern States to settle upon these lands. Much of the land referred to proved to be quite unproductive, scarcely giving to the producer the bare means of existence during the period of poor crops which inevitably followed. Many of these people have struggled on under the adverse circumstances surrounding them, hoping against hope for some improvement, but as only a bare existence promised for the future some change seemed to be necessary. There was no other point in the west to which they could move, the homestead lands in the United States being practically all taken-up, as was recently pointed out by a St. Paul paper, and there were no other areas left, but a few small Indian reservations. The land for sale by various railroad companies does not offer the advantages necessary for successful farming operations, much of it being timbered, and costing more to clear than it is worth.

Then there are other districts which are, unfortunately for the people concerned, no better than those mentioned, into which large numbers were by various means induced to go, and amongst them, as in the districts previously referred to, many ex-Canadians. Again, in some of the States that do not suffer from drought, impoverished soil, etc., the price of land has increased to such an extent that what is there considered a good farm cannot be purchased for less than from \$50 to \$75 an acre. It is believed that this is a high estimate to place upon the land especially in view of the value of the commodities raised upon these farms. It is also beyond what the farmer with a family of grown-up sons can afford to pay.

In many of the older settled States again the "renter" has for years been paying over to the land-holder and the speculator comparatively high rentals, and consequently his returns are not encouraging and in fact bring him little return for his labour. The price of the land upon which he has been working has been placed at so high a figure that there is little prospect of his being able to have a home of his own there, nor indeed is the prospect any better for his sons and daughters.

The causes thus touched upon, and others that might be mentioned, affect in the aggregate a very large number of people of a class exceedingly well suited to become settlers on our free grant lands, and make them very willing indeed to listen to our agents, so that from every point of view it would be hard I think to find a better field in which to carry on our operations.

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It is difficult in the brief space of a report such as this to convey an adequate idea of the great interest in Canada that has been aroused during the year just past throughout those States in which our Agents are at work. It is not confined to one nationality or one class of people. The movement seems to be a concerted one on the part of ex-Canadians, Germans, Scandinavians and Americans. There has been, of course considerable opposition on the part of railway and land companies, but the former have already realized that the agents of the Canadian Government are indefatigable and the people in earnest, and now most of the railway companies find it to their interest to fall in with our work and not to oppose it. Some of them have agreed to grant the same concession to movers that they grant to land companies operating along their lines and in their interests. But even with this advantage there is still to be overcome the difficulty of the long travel from southerly points in the Central States and the great expense of carrying passengers and freight. It was found that roads operating in Minnesota and the Dakotas were offering special transportation inducements to such people as located along their lines, and as these were much better than could be secured by Government agents, it might be thought that this would operate against our efforts, but while it has made the work more difficult it has not prejudiced it seriously. We could not hope to get any such advantages for the people who had been induced to move to Canada, but it is hoped that suggestions made by the Department to the Canadian Railways interested will in a great measure overcome many of the disadvantages in this regard. However, where it has been possible to secure delegations to visit Western Canada and send or bring back a report, the report has shown that lower rates, &c., given to those settling on Americans lines were more than compensated for in the valuable free lands or cheap farm lands of Manitoba, Assiniboia, Alberta or Saskatchewan.

Every legitimate means has been taken to bring Canada prominently before the American public. Amongst others, exhibits of the agricultural resources of Western Canada were made at several of the State and County Fairs in the Western States. The letters received by agents and the number of applications for information at the Department are good indications of the value of this work. The great importance of this class of work, and that it has accomplished much good, was so evident that agents were instructed to have with them during the winter meetings, boxes containing grains, grasses, &c., for exhibition.

The Trans-Mississippi Exposition to be held at Omaha during the coming summer will give an excellent opportunity to exploit the advantages of Canada, and this means of doing so will not be overlooked. Omaha occupies a point in the centre of the territory in which there is evidence of some of the best emigration work being done and a display of Canada's resources, such as it is possible to make at that place, will undoubtedly be of incalculable value.

It should be understood that practically very little work was done by the immigration branch before the first of April. Organization had to be completed, the people amongst whom the agents were working had to be educated, and such opposition to the work as appeared had to be overcome. It is, therefore, quite gratifying that the results have been so very satisfactory.

The attention which the rich Yukon Territory has attracted during a portion of the year has given an opportunity for this branch of the Department to perform a service which is perhaps only incident to immigration, in instructing the agents of the Depart-

ment to recommend the purchase of supplies in Canada. By this it is believed, that considerable of the trade of outfitting, &c., which would otherwise be done in the States will be diverted to Canadian Cities.

The following is a list of State agents and their locations, and subjoined thereto will be found the names and addresses of a few of the more prominent sub-agents :—

STATE AGENTS.

- Mr. M. V. McInnes, No. 1, Merrill Block, Detroit, Michigan.
- Mr. D. L. Caven, Bad Axe, Michigan.
- Mr. James Grieve, Reed City, Michigan.
- Mr. J. S. Crawford, 102 W. 9th St., Kansas City, Missouri.
- Mr. Benjamin Davies, 154 East Third Street, St. Paul, Minnesota.
- Mr. T. O. Currie, Stevens Point, Wisconsin.
- Mr. C. J. Broughton, 1223, Menadnock Building, Chicago, Illinois.
- Mr. W. V. Bennett, 119 New York Life Building, Omaha, Nebraska.
- Mr. W. H. Rogers, Watertown, South Dakota.

SUB-AGENTS.

- Mr. William Ritchie, Grafton, North Dakota.
- Mr. Alfred S. Rollo, Boise City, Idaho.
- Mr. J. H. M. Parker, 502 Palladis Building, Duluth, Minnesota.
- Mr. N. Bartholomew, Des Moines, Iowa.
- Mr. D. H. Murphy, Stratford, Iowa, and 140 others.

During the month of September Mr. Superintendent Pedley and myself visited the Lake St. John District on the invitation of the Quebec and Lake St. John Railway Company, which is much interested in colonization in that district, with a view to obtaining some knowledge of the suitability of the district for the settlement of immigrants. A number of settlements in the district were visited and showed signs of considerable prosperity. A good deal of land has been cleared and from what we observed the soil is very productive, yielding large crops of wheat and other cereals, as well as vegetables. The only difficulty in the way of opening up this district appears to be the fact that it is heavily timbered and the cost of clearing the land before it is fit for cultivation must be very considerable. It was very gratifying to learn that the Government of the Province was able to assist the settlers by clearing off the timber for main roads through the various districts, and also by granting a bonus of \$5 per acre for all land cleared for cultivation. This will, of course, overcome a great deal of the difficulty referred to.

It is pleasing to know also that a Colonization Company has recently been formed for the purpose of placing settlers from Europe on lands in this district, and I have no doubt that the operations of the corporation will be fruitful in settling up large tracts of the lands which are at present vacant.

Our thanks are due to Mr. J. G. Scott, Manager of the Quebec and Lake St. John Railway, and Mr. Scott, of Roberval, for their kindness in arranging for our comfort and placing every convenience at our disposal in connection with our visit.

Department of the Interior.

A visit was also made about the 1st October to the various agencies of the Department in the Western States. The different agents were found to be indefatigable in their efforts to induce persons contemplating changes in their residence to move to Manitoba and the North-West Territories in preference to going to other States which we found were competing with us by endeavouring to increase their population from the States which have now become overcrowded or where the returns from the products have been unremunerative. A number of points in Michigan, from Detroit to Sault Ste. Marie were visited, also Northern Wisconsin, Minnesota, North Dakota, Nebraska and other points where Agents of the Government are located. I feel very hopeful indeed of the outcome of our work in the States generally.

RAILWAY CONSTRUCTION.

THE CROW'S NEST PASS RAILWAY.

The construction of the Crow's Nest Branch of the Canadian Pacific Railway should have an immediate influence on the development of that portion of the country through which it passes. Its practical effect will be to place one of the richest portions of British Columbia and a considerable part of the chief ranching district of Canada on the main line of the trans-continental railway, besides opening up an extensive coal region to customers whose operations have hitherto been limited or hampered by the want of cheap fuel. Both in the advantages afforded to the mining districts and the commerce that serves them, and in opening up country possessing many attractive features to settlers the extension of the Canadian Pacific Railway through the Crow's Nest Pass into the Kootenay district is a valuable auxiliary in the work of developing the western country.

MILEAGE of Railways returned to the Department of Railways and Canals, as constructed in Manitoba, the North-West Territories and British Columbia, up to 30th June, 1897.

MANITOBA AND NORTH-WEST TERRITORIES.

	Up to 30th June, 1896.	Up to 30th June, 1897.	During Year ended 30th June, 1897.
CANADIAN PACIFIC RAILWAY.			
<i>Main Line</i> —			
From eastern boundary of Manitoba, 1½ mile west of Ingolf, to Hector, eastern boundary of British Columbia.....	1,065 50	1,065 50	
<i>Branch Lines</i> —			
Emerson.—Winnipeg Junction to Emerson.....	64 80	64 80	
Selkirk.—Winnipeg to West Selkirk.....	22 50	22 50	
Stonewall.—Air Line Junction to Stonewall.....	18 20	18 20	
Gretna.—Rosenfeldt to Gretna.....	14 00	14 00	
Pembina Mountain.—Winnipeg Junction to Manitou.....	101 10	101 10	
Souris branch and extensions.....	411 50	411 50	
<i>Leased</i> —			
Manitoba South-Western Colonization.....	215 20	215 20	
Alberta Railway.—Dunmore to Lethbridge.....	109 50	109 50	
OTHER RAILWAYS.			
Alberta Railway.—Lethbridge to Coutts, on international boundary.....	64 62	64 62	
Calgary & Edmonton.....	295 07	295 07	
Great North-West Central.....	50 93	50 93	
Lake Manitoba Railway & Canal Co.....		100 74	100 74
Manitoba & North-Western.....	234 50	234 50	
Northern Pacific & Manitoba.....	265 12	265 12	
Qu'Appelle, Long Lake & Saskatchewan.....	253 96	253 96	
Saskatchewan & Western.....	15 47	15 47	
Winnipeg Great Northern.....	40 00	40 00	
Total.....	3,241 97	3,342 71	100 74

MILEAGE of Railways returned as constructed in British Columbia.

	Up to 30th June, 1896.	Up to 30th June, 1897.	During Year ended 30th June, 1897.
CANADIAN PACIFIC RAILWAY.			
<i>Main Line</i> —			
Hector to Vancouver.....	515 90	515 90	
<i>Branch Lines</i> —			
New Westminster.....	8 20	8 20	
Vancouver to Coal Harbour.....	1 20	1 20	
Mission Junction to Mission.....	10 10	10 10	
Three Forks to Sandon.....	4 20	4 20	
Revelstoke to Arrow Lake.....	27 80	27 80	
<i>Leased Lines of C. P. Ry.</i> —			
Columbia and Kootenay.....	28 50	28 50	
Nakusp and Slocan.....	36 90	36 90	
Shuswap and Okanagan.....	51 00	51 00	
OTHER RAILWAYS.			
Esquimalt and Nanaimo.....	78 00	78 00	
Kaslo and Slocan.....	31 80	31 80	
Nelson and Fort Sheppard.....	59 40	59 40	
Victoria and Sydney.....	16 26	16 26	
Red Mountain.....		9 53	9 53
Total in British Columbia.....	869 26	878 79	9 53

Department of the Interior.

Total miles of railway constructed up to 30th June, 1897.

In Manitoba and North-West Territories	3,342·71 Miles.
In British Columbia.....	878·79 “
Grand total.....	<u>4,221·50 “</u>
Total constructed during the year ended 30th June, '97.	110·27 Miles.

NORTH-WEST TERRITORIES.

Part V of this volume is the annual report of His Honour the Lieutenant-Governor of the North-West Territories, upon the various matters relating to the administration of the Territories, including tabulated statements in this relation.

It is gratifying to learn that owing chiefly to the bountiful harvest of last season and the enhancement of prices consequent upon the Yukon and British Columbia gold discoveries, the condition of the people in this part of the Dominion has noticeably improved.

DISTRICT OF KEEWATIN.

Particular attention is called to the very able and interesting report of His Honour the Lieutenant-Governor of Keewatin upon the visit which he paid to the various centres of settlement throughout the district of Keewatin, together with a summary from his diary of his trip from Winnipeg to York Factory on the Hudson's Bay. Comparatively very little is known of this extensive region, and information from such a competent source will prove of great value in determining the needs of the nomadic tribes and others who are scattered about the district. Accompanying the report, are also some very fine views illustrative of the country which was traversed by His Honour during the trip above mentioned.

ROCKY MOUNTAINS PARK OF CANADA.

It will be noted with pleasure, from the figures given in the Superintendent's report, that the number of visitors to the park has been largely in excess of the usual rate, the total number being 5,087, as compared with about 4,000 for the preceding season.

The very severe flood which occurred on the night of the 16th of June last was unfortunately attended with serious damage in the valley of the Bow River, and especially with the destruction of the iron bridge over the Spray River. As pointed out by the Superintendent, it would appear to be in the interest of the park that this bridge should be replaced without delay, and the matter is now engaging the attention of the Department.

Attention is called to the kind donation to the park of a small herd of buffalo by Mr. T. A. Blackstock, Q. C., of Toronto, and also to a similar gift from the Right Honourable Lord Strathcona and Mount Royal. While these buffalo will add greatly

to the attractions of the park, it is hoped that with proper care these rare specimens of a species of animal which at one time roamed in countless herds over our north-western territories may be the means of perpetuating its almost extinct race.

SWAN RIVER VALLEY.

In concluding, I also desire to call particular attention to the very interesting report which has been submitted by Mr. Theo. A. Burrows, M.L.A., upon the capabilities of the extensive tract of country traversed by the Swan River and extending to the south. Mr. Burrows made a careful examination of this part of territory during the summer of 1897, specially with the view of ascertaining its adaptability for agricultural purposes, and the account which he gives of his visit fully confirms previous reports which had reached the Government as to the suitability of the district in question as a field for settlement. The suggestion of Mr. Burrows as to the urgency of subdividing some of the lands in the Swan River country so as to meet the requirements of the influx of settlers who are likely to move there during the coming season, is now engaging the attention of the Department.

I have the honour to be, Sir,

Your most obedient servant,

JAS. A. SMART,

Deputy of the Minister of the Interior.

Department of the Interior.

PART I

DOMINION LANDS

Department of the Interior.

No. 1.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE COMMISSIONER OF DOMINION LANDS,
OTTAWA, 30th November, 1897.

To the Honourable
CLIFFORD SIFTON,
Minister of the Interior.

SIR.—I have the honour to submit for your information a report of the work performed in my office during the first half of the current calendar year. The previous report was brought down to the 31st December, 1896, and the present one, in accordance with the instructions received, covers the period from the last mentioned date to the 30th June last, so far as any statistics are concerned, though reference has been made to some occurrences of a later date.

Attached hereto will be found the reports of Mr. Wm. Pearce, Superintendent of Mines, Mr. F. Fitzroy Dixon, Inspector of Agencies, as well as those of the several local agents of Dominion Lands.

I should perhaps in the first place remark that the late Commissioner had charge of the office until the 1st April last, when I assumed control in accordance with the Order in Council dated 30th March, 1897, assigning me to the position of Commissioner of Dominion Lands.

REMOVAL.

It having been decided to transfer the office of the Commissioner of Dominion Lands to headquarters in Ottawa, I left for Winnipeg on the 14th April to make the necessary arrangements, a task of considerable magnitude, involving the removal of records which had accumulated during the 15 years the office had been in existence there. It was of the utmost importance that the change should be effected with all the despatch practicable, so that there should be as little interruption as possible to the work, and the inconvenience to the public reduced to a minimum.

I am pleased to be able to report that the efforts made in the direction indicated were entirely successful, the large number of files—probably from 70,000 to 80,000—together with the books and other office records having been all packed, transported to Ottawa, and put in place, so as to permit the work to be resumed with the loss of only some three weeks in time, and so far as known without the loss of a single file or document.

I feel bound in this relation to make acknowledgment of the effective assistance and co-operation of the Canadian Pacific Railway authorities, the officials at Winnipeg especially having proved themselves not only able to act but ready to offer useful suggestions.

OFFICE WORK.

The average of the work performed during the period extending from January to June is not usually as heavy as for the remainder of the year. The following figures relating to correspondence show some slight falling off as compared with the same months of the previous year. But the decrease is to be accounted for by the fact that

for the last fortnight of the half-year the final steps for removal to Ottawa were in progress at Winnipeg, and during that period the correspondence was at a stand still.

Number of letters received	13,050
“ “ sent	14,912
“ applications for patent approved	735
“ “ “ held over	97

The number of applications for cancellation of homestead and pre-emption entries received during the season was less than in any corresponding period in the past, and this may be taken as an encouraging sign, indicating that the entries being made are more of a *bona fide* character, as the settlement of the country advances, and that the settlers are succeeding better with their farming operations.

HOMESTEAD INSPECTION.

The work of the homestead inspectors has on the whole been satisfactorily performed, a great deal of ground having been covered and much valuable information obtained. The net cost of this service is considerably reduced by the fees collected in connection with applications for patent. The system continues to work well, and while it forms a source of revenue to the Department, it is not only a great convenience to the settler, but also an economy of both his time and his means in cases where his land is situated at a considerable distance from the local land agency.

AGENTS' RETURNS.

The agents' returns indicate that in most of the districts there has been an increase in the number of entries granted, and they all seem to anticipate a still further increase next year.

IMMIGRATION.

All books, records and other documents in my office relating to immigration matters were transferred to the Commissioner of Immigration on the 1st March last, and as this subject will receive full attention in the report of that officer, it is not necessary for me to touch upon it.

RESULT OF THE HARVEST.

It will be observed that the reports from the local agents all speak in glowing terms of the results of this year's farming operations. The crop returns have not been unusually heavy, but the sample of grain is No. 1, and the favourable weather for harvesting taken with the increased price has placed the farmers as a rule in a better position than they have hitherto occupied. Stock-raising has also been successful, and this branch of agriculture is steadily on the increase. The following is a statement of the shipment of horses, cattle, sheep and hogs by the Canadian Pacific Railway from Manitoba and the North-West for the half-year :

	Horses.	Cattle.	Sheep.	Hogs.
From January 1 to July 31	166	4,277	1,433	3,186
“ August 1 to October 31	90	33,085	5,818	1,524
Total for 10 months	256	37,362	7,251	4,710

Department of the Interior.

With the exception of sheep, these figures show a considerable increase over the corresponding period of last year.

Shipments for export over the Manitoba and North Western Railway during the year ended on the 31st October, 1897, as compared with the same period of 1896, were as follows :—

	Cattle.	Sheep.	Hogs.	Butter.
1896	7,822	471	3,167	Lbs. 739,520
1897	11,676	1,556	5,690	905,900

These figures shew a very satisfactory increase.

CROP REPORT.

The following extract from the latest Crop Bulletin published by the Manitoba Government furnishes some very interesting information :—

	Area under Crop.	Yield per Acre.	Total Yield.
	Acres.	Bush.	Bush.
Wheat	1,290,882	14·14	18,261,950
Oats	468,141	22·7	10,629,513
Barley	153,266	20·77	3,183,602
Potatoes	13,576	149·00	2,033,298
Roots	6,130	199·00	1,220,070

DAIRY PRODUCTS.

The dairy industry not only appears to be growing but is reported to be in a most flourishing condition. The management of the creameries, especially those inaugurated and assisted by the Government, is everywhere spoken of in the highest terms. To the establishments operating under Government auspices is attributed the credit of bringing about the present very satisfactory condition of affairs.

EVIDENCES OF PROSPERITY.

As an evidence of the prosperous condition of the settlers it has been observed that payments for seed grain advances, Inspectors' fees, etc., are coming in freely, and the sales of land by the large corporations in Winnipeg are greatly in excess of previous years. Those reported by the Canadian Pacific Railway for 1896 amounted to a little under 100,000 acres, while for the ten months ended the 31st October last their sales are represented to be over 136,000 acres, realizing in the neighbourhood of half a million of dollars.

PRAIRIE AND WOOD FIRES.

While Manitoba appears to have suffered very severely this year in some localities from prairie and bush fires, many parts of the country where it has been usual for them to occur have escaped. Attention has already been called to the great necessity of carefully investigating the origin of these fires and of devising the best means for their prevention.

SCHOOL LANDS.

A large number of applications have been received to purchase School Lands, and it is urged in some quarters that the coming winter would be a most favourable time for placing some of them in the market.

GENERAL REMARKS.

Very favourable fall weather for ploughing and other agricultural operations is reported this year from all parts of the country, which will result in a largely increased area being sown to crop next season, and taken altogether I consider the prospects are most encouraging.

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

A. M. BURGESS,
Commissioner.

DOMINION LANDS OFFICE,

WINNIPEG, 26th November, 1897.

The Secretary,
Department of the Interior,
Ottawa.

SIR,—As requested in your circular letter of the 2nd inst., I beg to enclose a statement showing the work performed at this agency for the six months between 1st January and the 30th June, 1897.

Doubtless you will have in the general remarks of all the agents of the Department throughout Manitoba and the North-West, favourable comments upon the condition of the country, as affecting the farming community, and as a natural consequence trade and business in almost every line.

With an average crop free from frost, and exceptionally good prices for not only wheat but all products of the farm, the people of Manitoba have not for some years past had such a successful season financially, and what with the likelihood of good prices still continuing and the fall season being favourable for ploughing, thus guaranteeing a largely increased area under cultivation, the prospects of the farmer for next year are encouraging. There is every indication that such a profitable season as has just passed, will have a strong tendency towards inducing many new settlers, particularly those with means, to become *bona fide* residents of the North-West, for after all, our best immigration agents are seasons as profitable as the last one, giving farmers and business men an opportunity of truthfully informing their friends in all parts of the world of their success.

In the Winnipeg District, principally east of the Red River and between Shoal Lake and Lake Manitoba, severe bush and prairie fires occurred during the latter part of September, causing exceptionally heavy losses to numerous settlers, including crops, buildings, stock and most deplorable of all, in a few instances, of human lives. It is greatly to be regretted that so far no steps appear to have been taken by any of our authorities to trace the origin of these fires, thus practically putting a premium on carelessness, in this most important matter, by permitting those guilty of setting out these fires to escape punishment. Fortunately, the sufferers by these fires are even now fairly well provided for with clothing, food, lumber for buildings, &c., &c., through the liberality of private as well as municipal aid, so that the coming winter may not see any of them in want, and giving them an opportunity of making a fresh start in the spring.

Department of the Interior.

The report enclosed will show a decided increase in mining entries. Prior to August, 1896, less than 40 entries were all that were made in this district. Since that date up to the present time over 400 additional locations have been recorded, which together with assignments and renewals, yield a total revenue to date of \$2,443.00.

These entries have been made in the eastern part of the province, principally in what is known locally as the "Hawk Lake District," on the eastern shore of Lake Winnipeg, and in that portion of territory about midway between Rat Portage and Lake Winnipeg, following the Winnipeg River. A certain amount of development work is being carried on at all these points in ascertaining the resources of the claims thus located. I understand that satisfactory progress has been made in this direction, and that before very long considerable capital will become invested in this way.

In the Hawk Lake district two or three local companies have, during this year, expended from two to three thousand dollars each in development. After passing through the surface capping and down to pure quartz, assays of gold from a trace to \$25.00 per ton have been obtained. It is expected that development work in this Hawk Lake country will increase as soon as the boundary line between Ontario and Manitoba is defined, for at present this line is supposed to pass directly through the very centre of where most of the locations have been staked out, which uncertainty has prevented the holders of the claims from complying with the laws of either province. The country is easy of access, being near to the line of the Canadian Pacific Railway, and can be reached by water during the summer time and by sleighs over the ice during the winter—a not inconvenient journey.

About the same expenditure in development has been made in the country midway between Rat Portage and Lake Winnipeg, north of the Winnipeg River, and locally known as the "Lac du Bonnet" district, with about the same results; but this part of the country is much more difficult of access, being distant from railways or other roads. If the wagon road from Whitemouth station, on the line of the Canadian Pacific Railway, north to the Winnipeg River, which the Government of Manitoba propose building could be pushed through, it would not only open up a fine agricultural country of some extent along the Whitemouth and Winnipeg Rivers, now partially settled, but would materially assist in the development of the mining resources north of that point.

On Lake Winnipeg, although a great number of claims have been located, development has not been carried on to such an extent as elsewhere, but from what I can learn work will be begun before very long, as there seems little doubt but that mineral—gold and iron—is to be found in the region, while at various points inland from the lake, mica, nickel, emery, copper, etc., have been found.

A rather indiscriminate mode of locating claims by inexperienced persons has prevailed in the past, added to which the present mining regulations are found to be unsuitable in many respects to the actual requirements. When the amended regulations, now under consideration, are substituted and the mining business is confined to practical hands and those who will conduct it upon the same lines as any other business enterprise, then I believe the mineral resources of the eastern and north-eastern parts of the province will become remunerative, and will be an additional factor in attracting capital and settlement to the country.

The revenue from hay during the past season amounts to \$1,110.00 (including both School and Dominion Lands), representing 10,187 tons, for which permits were issued from this office. Not many complaints, considering all things, are made by the settlers about the Department's distribution of the hay crop from year to year; the permit system now in force for some years evidently meeting with favour from the public. No great increase in the revenue in this respect can be expected from the Winnipeg district, as the percentage of Government lands for hay purposes is small, and now that the school lands are being leased for grazing purposes, the available lands from which hay can be obtained is in consequence becoming restricted in area. However, the revenue derived from the land leased for grazing purposes will more than compensate for any loss in hay receipts.

The number of new settlers seeking homes in this part of the province, as well as inquiries by letter concerning the country, is on the increase; a fair proportion of these

coming from various parts of the United States. This activity during the past six months, in addition to the ordinary duties of the office, has increased the volume of work considerably and has kept myself and staff fully occupied. Prior to the year 1880 this (Winnipeg) office was a head office for the country, where the original books, files, lists, etc., of all the old Parish Lot claims, half-breed allotments, seed grain mortgages, etc., were kept. These records being still retained in the office, a vast amount of information upon these subjects is constantly being sought after by the public, and is given out both verbally and by letter. This work is additional to the usual routine of other offices, and cannot be fully credited under any heading to show its usefulness and importance.

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

E. F. STEPHENSON,
Agent of Dominion Lands.

Department of the Interior.

STATEMENT of Work performed at Winnipeg Dominion Lands Agency for the Six months between 1st January and 30th June, 1897.

LETTERS.		CIRCULARS.		APPLICATIONS FOR HOMESTEAD PATENT.				ENTRIES CANCELLED.				RETURNS TO HEAD OFFICE.			
		Free Homesteads.		Recommended.		Abandoned Pre-emptions Homesteaded.		Total Homesteads.		Total Sales.		Sales of Pre-emptions Paid for in Cash or Scrip.			
Received.	Sent.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	General.	Mining.
4,849	4,053	78	12,460	48	6,680	34	5,440	7	1,120.00	14	4,035.50	24	22		24

HOMESTEAD AND SALES ENTRIES GRANTED.

FOR LANDS NOT PREVIOUSLY ENTERED.		FOR LANDS, ENTRIES FOR WHICH WERE ABANDONED OR CANCELLED.		ABANDONED PRE-EMPTIONS HOMESTEADED.		TOTAL HOMESTEADS.		TOTAL SALES.		SALES OF PRE-EMPTIONS PAID FOR IN CASH OR SCRIP.		Hay Permits Issued.		Mining Locations Recorded.			
Homesteads.		Homesteads.		Homesteads.		Homesteads.		Homesteads.		Homesteads.		Homesteads.		Homesteads.			
No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.		
34	4,724.26	9	940.68	56	8,623.26	1	160	1	171.12	91	13,518.64	10	1,100.68	2	325.90	253	217

REVENUE.

Patent Fees.		Inspection and Cancellation Fees.		Improvements.		Mining Fees.		Hay Dues.		Sundries.		General Sales.		Pre-emption Sales.		Total Revenue.	
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
870 00		10 00		92 74		1,214 00		641 50		*922 91		4,439 85		328-94		8,729 94	

* Office fees..... \$ 21 75
 Grazing fees..... 208 69
 School lands..... 691 47
 Winnipeg Cricket Club..... 1 00

 922 91

E. F. STEPHENSON, Agent.

DOMINION LANDS OFFICE,

BRANDON, MAN., 22nd November, 1897.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—In accordance with instructions contained in your circular letter of the 2nd instant, I have the honour to submit my report of the business transacted at this agency for the six months of this year ended on the 30th June last.

The accompanying classified summary of work performed shows an enormous increase in the correspondence branch as compared with the same months in 1896, but the number of homestead entries made for the first six months of this year is 46 less than for the same months last year.

It is satisfactory to note the continual decrease in the number of cancelled homestead entries, as I think no better proof could be given to demonstrate the fact that the settlers are becoming more prosperous and contented in each successive year.

This year's crop, although it was not so heavy as was anticipated before cutting and threshing, was on the average very fair, and the quality graded higher than usual, so that in conjunction with the great advance in the price of wheat and oats, the farmer has received a larger return from his work than he expected, consequently business of all kinds has been unusually brisk, and money plentiful. It is understood that many of our oldest settlers are purchasing more land with a view to increase their annual product of both grain and live stock. The weather was remarkably favourable for ripening and harvesting the crops, and also for fall ploughing, which was continued this year until the end of October.

Owing to a disastrous fire which swept over the Turtle Mountain district about two months ago, some of the settlers in that neighbourhood suffered from the loss of their crops and buildings, resulting in great hardships and privations to those concerned. It is reported also that the fire destroyed the timber reservation in that vicinity which has caused numerous inquiries and applications for homestead entries on the lands of the former reserve. It seems advisable to obtain an accurate and authentic report of the present condition of each quarter-section formerly included in the reserve, and whether or not it would be prudent to continue the reserve, or to throw open any portion of it for homestead entry.

The changes effected in the recent amendments of The Dominion Lands Act relating to residence conditions, appear to meet with approval and satisfaction from those settlers for whose special benefit such alterations were made.

I have the honour to be, Sir,

Your obedient servant,

W. H. HIAM,
Agent of Dominion Lands

SUMMARY of work performed in the Souris Agency for the first six months of the current year.

No. of homesteads granted.....	118
“ sales granted.....	7
“ pre-emption sales.....	3
“ homesteads cancelled.....	62
“ mining locations recorded.....	....
“ hay permits and leases issued.....	267
“ applications for patent received.....	92
“ do do recommended.....	116
“ letters received.....	7362
“ letters sent out.....	6314
‘ head office returns.....	48

Department of the Interior.

DOMINION LANDS OFFICE,

DAUPHIN, 11th November, 1897.

The Secretary,
Department of the Interior,
Ottawa.

SIR,—In accordance with the instructions contained in your circular of the 3rd instant, I beg to submit the following report on this agency, for the six months ended 30th June last, with tabulated statement of work performed.

As you made no mention of headings required, I followed in this instance, the form of last year's return, which will, I trust, cover the ground.

As suggested by you, the report is confined to the six months, only in the matter of figures, other information being carried down to the time of writing.

I have much pleasure in advising you that the Dauphin district has attracted marked attention this season, not only from people from Ontario and other parts of Canada, but from the United States, Great Britain and Europe in general. The increase in population cannot be computed from the number of homestead entries granted, as large areas of Railway land have been disposed of to actual settlers, and numbers who on arrival failed to find suitable lands open for entry, have squatted on lands surveyed this summer, others on unsurveyed land in the hope that these would be put in the market at an early date. This applies in a great measure to the Galician immigrants, of whom upwards of one thousand have arrived, and it is said that they expect large additions to their numbers next year.

The rapid advancement of this district is due to the advent of the railway, as, though the advantages of Dauphin had been recognized for some years, its remoteness from the markets precluded profitable farming, and retarded settlement in a marked degree.

The past season has in the main been a favourable one, and, though the yield of grain per acre has not been as large as in some former years, still the sample is good, and as better prices have been realized, the farmers have met with profitable returns for their labour. Some wheat has sold at seventy-six cents, oats are now quoted at thirty-five, and barley at forty cents, potatoes bring thirty-five cents, while butter, eggs, and in fact, all farm produce are in good demand at fair prices.

A large number of cattle have been shipped, but I have not the figures, and it is expected that this industry will increase largely year by year, as the ranching lands to the north are opened up.

The Swan River country, though only partially surveyed is attracting considerable attention, and it is expected that next spring a large number of settlers will avail themselves of the colonization road now being constructed, and seek homes on the lands adjacent to the Swan, and Woody rivers, where it is reported there lies a large extent of country well adapted to mixed farming, and well supplied with wood and good water.

The farmers generally have taken advantage of the beautiful weather this autumn and prepared large areas of land for crop next season, in some townships it is reported that as much as eight hundred acres of new land have been broken and are ready for the seed, and the indications are that should we again be favoured with a favourable year, next fall will show a marked increase in the output of all classes of produce.

Considerable attention is being paid to the timber industries, heretofore worked only on a small scale, barely sufficient lumber having been manufactured to meet the requirements of the small settlement, and it is expected that some new limits will be operated this winter. I would in this connection beg to draw the attention of the Department to the necessity of taking steps to organize some effective means of preventing the fires that year by year ravage the timber lands, and destroy almost incalculable quantities of valuable forest. It is said that some of these fires are the result of settlers who, in clearing their own land, let them spread, others it is claimed are set on purpose

by people who, not taking into consideration the value of the timber, desire to have all cleared for settlement, and though the law provides a punishment for the setting out of fires, it is found almost impossible, owing to the want of the necessary local machinery, to punish the guilty parties.

The health of the district has been good, no epidemic having, as far as I can learn, visited us.

In anticipation of the expected influx of settlers next spring, I would urge that those lands which have been surveyed this summer, may be placed on the market at the earliest possible date, as the area of available land is now very limited, and fails to meet the requirements of those at present seeking homes.

I am, Sir,

Your obedient servant,

F. K. HERCHMER,
Agent of Dominion Lands.

STATEMENT of work performed in Dauphin Agency during the six months ended 30th June, 1897 :

No. of homesteads granted.....	331
“ pre-emption sales .....	.....
“ general sales .....	.....
“ applications for patent (taken).....	60
“ do do (approved).....	64
“ hay permits issued	193
“ mining locations recorded	2
“ homesteads cancelled.....	62
“ pre-emptions do .....	.....
“ letters received	1,744
“ do sent	1,333
“ returns to head office..	102

DOMINION LANDS OFFICE,

ALAMEDA, ASSA., November 18th, 1897.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—In placing before you the amount of business transacted in this office during the first half of the departmental year ended 30th June, I am glad to be able to say that there have been more homestead entries made since the office was removed here in February, than there were in the two years previous.

I am pleased to report that the crops throughout the whole of this district during the past season have been universally good, the wheat averaging from 17 to 25 bushels to the acre, and with the present prices for produce this has created a widespread feeling of prosperity and confidence in the country.

I have had a large number of inquiries about lands open for homesteading in this district from parties living in the United States and the lower provinces during the last few months and these all go to show that we may expect a large immigration from there in the spring.

We had three delegations from Detroit and Saginaw in Michigan looking over the lands open for homesteading during the past summer, with a view of settling from one hundred to one hundred and fifty families next spring, if satisfactory.

Department of the Interior.

Each delegation reported favourably, and quite a number have already come, and are making preparations for those who intend coming in the spring.

Those who have arrived are a good, industrious class of people, possessed of considerable means, acquainted with farm life, and capable of making for themselves good, comfortable homes in this part of the country.

There is also a French and Belgian settlement at Alma, on the west end of the Moose Mountains, in a flourishing condition. They have had splendid crops nearly every year, and quite a number of their friends from Bathgate, North Dakota, have come over this summer, and have taken up homesteads, and there being very poor crops at Bathgate for the last two years we may expect a large number of settlers from there next spring.

The settlers in this district go in principally for mixed farming, and raise large quantities of stock as well as grain.

Thirty-two car loads of cattle have been shipped from this station this year by Gordon & Ironsides, leaving about \$15,000 in the farmers' hands for stock, and this firm claims this to be one of the best districts for stock in the North-West.

We have also two cheese factories and a pork-packing establishment in the district, that turn out a first class quality of goods, which find a ready sale at good paying prices, and this is a great help to the farmers.

From reports received from the States, and the old country, there is every prospect of the largest immigration to this district during the coming season that we have had for several years.

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

D. A. McEWEN,
Agent of Dominion Lands.

Statement of work performed in Coteau agency during the six months ended 30th June, 1897.

Number of letters received.....	511
Number of letters sent.....	492
Applications for patent received.....	15
Applications for patent recommended.....	9
Homestead entries.....	60
Homestead entries cancelled.....	25
Pre-emption entries cancelled.....	26
Number of hay permits issued.....	35
Number of grazing leases.....	12
Number of returns to head office..	45

MINNEDOSA, 20th November, 1897.

The Commissioner of Dominion Lands,
Ottawa.

SIR.—I have the honour to acknowledge the receipt of your letter dated the 2nd inst. and in response thereto to enclose herewith statement of work performed in this agency during the six months ended 30th June last.

I am not aware of anything of special interest that would assist you in the preparation of your report unless it be that a largely increased number of cattle have, it is said, been exported from this district.

I have asked our station agent to procure from Mr. D. B. Hanna information as to this, am daily expecting it, and will forward same to you on receipt.

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

JOHN FLETCHER,
Agent of Dominion Lands.

STATEMENT showing in detail work performed in the Little Saskatchewan District, from 1st January to 30th June, 1897.

Homestead Entries.	Sales.	CANCELLATIONS.		APPLICATIONS FOR PATENT.		Letters Sent.	Letters Received.	Hay Permits Issued.	Mining Locations Recorded.	Returns to Head Office.
		Homesteads.	Pre-emptions.	Received.	Approved.					
69	2	36	11	55	69	1,117	1,357	70	.....	33

DOMINION LANDS OFFICE,

YORKTON, ASSA., N.W.T., November 13th, 1897.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to enclose herewith a return of the work done in this office from 1st January to 30th June, 1897. There has been a considerable increase in the number of homesteads granted, and the entries still keep on the increase. This increase is from the effect of settlers now in the country bringing out their friends. The immigrants, Gallicians, about 160 families, do not show in this return, as they did not arrive till later. The season of 1897 may be looked upon as the most successful season that there has ever been in this part of the country. The grain crop has been above average and the price very good; the price of cattle has also been high, and everything in the way of vegetables has felt the upward tendency, so that the farmer of this district, in whatever line he worked, has made money, and as a result he is getting out of debt. It is to be regretted that the immigrants arriving have so little capital, as they are more or less obliged to go into debt for the first two or three years for the machinery they require, and paying off these debts with the large interest charged, acts as a drawback to them. But I am glad to say that with the decrease of debt the settlers get more satisfied with the result of their work, and they are now inducing their friends to join them. With regard to the cattle trade in the district, upwards of 3,000 head will be shipped this year; and by the end of November they will all be out. To show how good a country for cattle this is, Messrs. Gordon & Ironsides sent in some 1,500 stock cattle last fall to be wintered here and pastured the summer, and the result has been so satisfactory that a still larger number will be sent in this fall.

Department of the Interior.

The price of butter has been very good ; that sold by private sale has averaged 15 cents per lb. The creamery under its new management has been doing good work ; the quantity of butter sent out this year will not be as large as last year's product, but the season was shorter, owing to very little cream being sent in during the spring. It is expected that when the final settlement takes place those farmers who have supplied the creamery will also get 15 cents or near it per lb., and this without any of the trouble of making or handling.

There has been considerable immigration by Gallicians in the district, and they have settled to the north-west and north-east of Yorkton, in a country that seems particularly suited to their requirements ; and I have great hopes that after the 2nd year they will have met with the same amount of success as others of the same class, "but not the same nationality," who arrived here some four years ago, and who are now in independent circumstances, making enough out of their farms and cattle to live on comfortably. In conclusion I may say that the satisfactory and encouraging letters being sent by the foreign settlers here to Europe and United States, cannot fail to bring in a return of a large immigration next season.

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

WM. C. de BALINHARD,
Assistant Agent of Dom. Lands.

RETURN of Work, Touchwood Hills Agency, from 1st January to 30th June, 1897.

Number of Quarter-Sections Sold.	Number of Homesteads Granted.	Number of Homesteads Cancelled.	Number of Pre-emptions Cancelled	APPLICATIONS FOR PATENT.			Number of Letters Received.	Number of Letters Sent.	Number of Returns to Head Office.	Remarks.
				Received.	Recommended	Refused.				
None.....	56	27	4	27	22	.....	901	969	30	

Certified correct,

WM. C. de BALINHARD,
Asst. Agent of Dominion Lands.

DOMINION LANDS OFFICE,

REGINA, ASSA., November 17th, 1897.

The Secretary, Department of the Interior,
Ottawa.

SIR,—I have the honour, in reference to your circular of the 2nd inst., to forward herewith my annual report which, in connection with other details, includes the work

done in this office for the first six months of the year 1897, extending to the 30th June last, as follows :—

Total number of letters received	2,872
“ “ “ sent	2,732
“ “ circulars received	26
“ “ “ sent	44
“ “ applications for patent received	113
“ “ “ “ recommended	120
“ “ homestead entries cancelled	60
“ “ pre-emption “ “	40
“ “ homestead entries granted	146
“ “ sales	3
“ “ hay permits issued	226
“ “ returns to head office—	
Dominion lands	24
Seed grain	47
Cash statement	6
Work done	6
Hay	24
Immigration	6
Contingent Immigration	1
“ Dominion Lands	6
Office attendance	6

The evidences of prosperity all over this district, during the present year, are exceptionally apparent in every respect.

The settlers all express themselves as being fully content with the returns for their labours. They have reaped an abundant harvest of excellent grain, most of the wheat having averaged “No. 1 hard.” The prices received for grain are greatly in excess of those obtained for several years.

There is a very great increase in the number of cattle, horses and sheep in the district, and good prices are obtainable for stock of all kinds.

The number of dairies that have been instituted by the Government in different parts of the district have produced a great revolution in the interest manifested by the settlers in dairying pursuits. They find that in all cases they can obtain the highest price for their products, and that they experience better results with less labour than formerly.

In every part of the district it is observed that the area under cultivation is rapidly increasing, and that the farmers, owing to the favourable weather, have been able to prepare larger tracts of land for next season’s crop.

New dwelling places and increased accommodation for stock are being erected by the settlers in the different localities—school districts are being formed for the education of the young, and new and commodious churches are being built in the different settlements—all evincing the contentment of the settlers and their determination to establish a permanent home for their families, and to submit their destinies to the evident prospects of success to be met with in this young and growing country. When one observes (as has been the case this season), car-load after car-load of farm and dairy produce, and train-load after train-load of cattle, horses, sheep and hogs, all in excellent condition, with the numerous grain elevators filled to overflowing, all being shipped to the east ready for transportation to European and other markets, he is lost in wonder at the immense advantages offered by this country to intending settlers; and from the increase in the number of homesteads that are now being entered for, and the numerous inquiries for information that are coming in from foreign countries, there is every reason to anticipate a largely increased tide of immigration during the coming season.

I have the honour to be, Sir,

Your obedient servant,

A. J. FRASER,
Acting Agent, Qu’Appelle District

Department of the Interior.

DOMINION LANDS OFFICE,

REGINA, ASSA., 17th November, 1897.

The Secretary, Department of the Interior,
Ottawa.

SIR,—I have the honour, in reference to your circular of the 2nd instant, to forward herewith my annual report which, with other details, includes the work done in this office, in connection with Swift Current district, for the first six months of the year, 1897, extending to the 30th June last, as follows:—

Total number of letters received.....	161
“ “ sent	222
“ circulars received	3
“ applications for patent received	1
“ homestead entries cancelled	1
“ homestead entries granted	12
“ sales.....	1
“ returns to head office: Dominion lands.....	24
“ “ “ Hay	4

Owing to the fact that agriculture, to any great extent, is not resorted to in the Swift Current district, the quantity of grain produced is comparatively less than in some other districts, but in all cases where grain growing and horticulture have been attempted, the remarkable success achieved has far surpassed the expectations of those interested, and the mildness of the climate in conjunction with the extensive schemes of irrigation that are yearly being brought into operation, will, in the near future, make this locality one of the most desirable for speculative enterprise.

The dairying industry is receiving a strong impetus by the action of the Government in establishing creameries in suitable places, and the vast acreage of excellent pasturage in the district presents incalculable advantages as a stock-raising country.

Large herds of cattle and sheep, as well as bands of horses, are being raised yearly, and, in this connection, no locality is better adapted for a successful result from those industries.

The settlers appear to be content and happy as a result of the good prices obtained this year for their stock, dairy, farm and garden produce, and the district abounds in facilities of success for intending settlers.

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

A. J. FRASER,
Acting Agent, Swift Current District.

DOMINION LANDS OFFICE,

PRINCE ALBERT, 17th November, 1897.

The Secretary, Department of the Interior,
Ottawa.

SIR,—I have the honour to submit my report on the work at this agency, for the six months ended the 30th day of June, 1897.

The number of homestead entries made during this period was small, the tide of immigration having not yet turned in this direction, but as soon as the many natural

advantages of the district become generally known, I have every reason to look for a large influx of settlers. The town of Prince Albert and surrounding settlements are steadily improving and the growth is healthy and sound. It only requires the completion of the Manitoba and North-Western Railway to settle up the district.

The exports of wheat, flour, butter, cattle, sheep, wool, lumber, fish and fur are steadily increasing, which, together with the high prices prevailing, notably, for wheat and cattle, have added largely to the prosperity of the community.

The Mennonite settlements at Rosthern and Hague are growing rapidly, and the people are jubilant over the good crops and the high prices at present prevailing, and we are looking forward to a large number of their friends and relatives joining them next spring, from Manitoba, the United States and Russia.

Rosthern is destined to become, in the near future, one of the wheat producing centres of the North-West. Already some of these people have had from 300 to 400 acres under wheat, which is a very creditable showing for so young a settlement. A good roller mill is in course of erection, and a general air of prosperity pervades the whole settlement.

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

JOHN McTAGGART,

Agent of Dominion Lands.

STATEMENT of work performed at the Dominion Lands Office, Prince Albert, during the six months ended 30th June, 1897.

Homestead Entries.	SALES.		ENTRIES CANCELLED.		Mining Locations Recorded.	Hay Permits Issued.	Applications for Homestead Patent Approved.	LETTERS		Returns to Head Office.	Remarks.
	Pre-emption.	General.	Homestead.	Pre-emption.				Received.	Sent.		
27	2	15	4	.....	41	31	752	558	24	

JNO. McTAGGART,

Agent of Dominion Lands.

DOMINION LANDS OFFICE,

PRINCE ALBERT, 17th November, 1897.

DOMINION LANDS OFFICE,

BATTLEFORD, November 15th, 1897.

The Commissioner of Dominion Lands,

Ottawa.

SIR,—The short time I have had the honour of holding the position of Dominion Lands Agent at this place, precludes me from going very much into detail in matters connected with this agency, but from the records of the office and my own experience, I am able to make what I trust will be a satisfactory report.

Department of the Interior.

There has been little immigration this year and but few new farms have been opened ; there is however some compensation for this in the great increase in the cattle industry.

The occurrence of several seasons of drought in succession several years ago and the distance from an open market led many of our farmers to abandon the growing of grain to any extent beyond what was required for their own necessities, and to turn their attention to the raising of cattle and horses for export. These enterprises were of slow growth, as it took several years to bring their herds up to a point where they could furnish mature animals for export. A laudable feature in connection with the business was that the men engaged in it made it a rule to use none but thoroughbred bulls and stallions and to raise just the class of animals called for by exporters. They are now reaping their reward, a very large number of cattle bought for the British market having been exported this year, and the numbers will largely increase year by year. Several of our farmers and ranchers have also laid the foundation of herds of thoroughbred stock, chiefly shorthorns. Many of those engaged in ranching have established irrigation works to ensure to them a full supply of hay, whether the seasons be wet or dry.

Much attention is being paid to the improvement of the classes of horses being raised.

In sheep and pigs of standard breeds there is also a very notable advance.

The crops of all kinds were particularly good this year and prevailing prices are satisfactory to the growers.

Under the directions of the local Government an extensive system of road making and bridge building has been inaugurated, and a number of the difficulties encountered by the early settlers are now overcome.

There have been no prairie fires of any account this season, and on the whole the state of affairs in this agency is satisfactory.

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

W. J. SCOTT,
Dominion Lands Agent.

DOMINION LANDS OFFICE,

CALGARY, 15th November, 1897.

The Secretary, Department of the Interior,
Ottawa.

SIR,—I have the honour to submit through you for the information of the Honourable the Minister of the Interior the following report in connection with the Dominion Lands for the six months ended the 30th of June, 1897.

In addition to the work performed as per statement attached hereto, the letters received during the six months referred to were 1,369 ; the letters sent, 1,853 ; hay permits issued, 172 ; timber permits issued, 313, showing that for the six months there were a great many more timber permits issued than for the previous 14 months, the number of hay permits being within 2 of being as large as for the 14 months, although the number shown is only a portion of the total issued this last season, 113 permits having been issued since 31st of July ; the dues and fees this year amounting to over \$1,200, three times that of last year, the number of letters received and sent being very large, it will be seen that the actual work performed by the staff has exceeded that of last year.

The complete statement of work of these offices, so far as can be presented in tabulated form, will be found in the report of the Inspector of Agencies.

Of course there is a great amount of work that cannot be represented by statistics, the time consumed, for instance, in giving information at the counter for which there is nothing to show.

The immigration work which has been detached from the lands (although a great deal of work has been performed at this point by myself during the past season), I shall not touch upon as, doubtless, Mr. Sutter, through the Immigration Commissioner, will report fully.

I will just say, as to the present condition of things and the prospects, that after six years' experience in the country, I have never seen Alberta in such a prosperous condition, and the year 1898 I anticipate will be a very busy year unless some unforeseen thing happens. There will be a large amount of immigration; a large amount of capital invested in the ranching business; more cattle exported than in any previous year; more farmers will send their milk to the creameries; more timber will be manufactured and sold; mines developed containing coal and other minerals, saying nothing about the trade that traffic through to the Klondyke will bring to us.

Already the business of this office is beginning to show that there is a very much better feeling in the country. There were more homestead entries granted for the three months of August, September and October, than for the six months ended 30th June. Eighteen mining applications have been recorded since 30th June, against none for the six months ended that date. More inquiries are being made than is usual at this season of the year, and I expect to see business continue good right through the winter.

As I understand Mr. Superintendent Pearce has gone into details regarding the crop, cattle, horses, sheep and many other questions, I imagine I need not do so

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

J. R. SUTHERLAND,
Agent.

ANNUAL REPORT.

STATEMENT of certain branches of work performed at the Calgary Dominion Lands Office, during the six months ended the 30th of June, 1897:

Homestead entries granted	36
Sales granted	2
Homestead entries cancelled	12
Pre-emption entries cancelled	5
Applications for patent received	26
do do approved	30

J. R. SUTHERLAND,
Agent.

LETHBRIDGE, November 15th, 1897.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—In compliance with instructions contained in your circular letter of the 2nd inst., I beg to submit my annual report for the year 1897.

I am very pleased to be able to report that the past year has been a most propitious one for this district. As intimated in my last report, the construction of the Crow's Nest Pass Railway was looked forward to as of the greatest importance to this

Department of the Interior.

district, and the work of construction having commenced the practical results have outstripped all anticipations. The first sod on the construction of this most important enterprise was turned in the vicinity of Lethbridge, by Mr. G. H. Strevel, a contractor from Winnipeg, on the 14th day of July, and from that date to the present time a marked improvement in all branches of business throughout the district has been apparent. A large number of people came in over the Canada & Great Falls Railway from the United States, with the object of securing contracts and work on the road, and when they found that the Government were determined that none but *bona fide* Canadian labourers should obtain employment on the road, they returned home rather crestfallen. The manner in which the Alien Labour law was enforced gave entire satisfaction to the residents of this district.

The construction of the Crow's Nest Pass Railway created a demand for all classes of produce, and gave employment to all desiring it, both for themselves and their horses, and although the wages paid were by no means excessive, still employment was provided for both horses and men who would otherwise have been idle, and a large amount of money was put in circulation.

An incipient strike in the Galt coal mines occurred during the summer, owing, no doubt, to the miners thinking that they could force the company to pay higher wages, or failing in this, could obtain employment on the railway construction. The matter, however, was left to arbitration and settled amicably. Before dismissing the subject of construction on the Crow's Nest Pass Railway, I beg to call attention to the almost total absence of crime in connection therewith, which must be entirely credited to the efficiency of the North-West Mounted Police, and when contrasted with the crimes committed under a similar condition of affairs in the country lying to the south of us, must be most gratifying to the people of the entire Dominion of Canada, and clearly demonstrate to them the usefulness of this fine body of men.

On the 6th of November, 1896, cold weather accompanied with an unusually heavy snow-fall set in, and as the cold weather continued uninterruptedly for about a month, and the snow lying about two feet deep on the prairie, the outlook for cattle was serious in the extreme. Many of the ranchers turned out and ploughed the snow up in patches in order to afford places where the cattle might obtain food, and doubtless many valuable animals were thus saved from perishing.

The deep snow and cold weather caused the cattle to collect in large numbers along the different lines of railway, and although every precaution was taken by the railway officials, many were unavoidably killed.

On the 2nd day of December the welcome chinook commenced to blow, and continued till every vestige of snow had disappeared from the prairie. The remainder of the winter was very fine for cattle, and at the spring round-up it was conceded that the range cattle had wintered well, and with no more than the average losses.

One effect of the deep snow was to thoroughly saturate the ground with moisture, and fill up the small lakes and ponds, which in this district means much, as the distance cattle have to travel to water, is a serious consideration. The fact of the ground being well saturated, taken together with the heavy rains which fell during the spring and early summer, ensured bountiful crops, and I heard many regret that they had no crops sown. I may mention that I visited the homestead of Mr. Charles Hysop, Sr., situated about four miles from Lethbridge, and saw as fine wheat, oats and barley growing, as one could wish for, his crops of potatoes and other vegetables were also exceedingly fine.

The Lethbridge Agricultural Society held its first show in October of this year; and was a pronounced success. The show of cattle and vegetables being exceptionally fine.

The Mormon settlement in the vicinity of Cardston has made good progress during the past year, and a drive through their settlement, in the fall, would impress one with the idea that in addition to being the best stock-raising district on the continent, this is also one of the best for grain growing. As far as the eye could reach in all directions, were to be seen stacks of grain clustered around cozy and comfortable homesteads.

Prairie fires, the scourge of this country and the dread of the cattlemen did but little damage during the past season.

Wolves which annually do considerable damage to stock have, owing to the bounty paid for their scalps, been kept down if not diminished in numbers.

The shipments of cattle, horses, and sheep from this district during the past season have increased, and better prices obtained. A large number of cattle have also been used to supply the wants of contractors on the C. N. P. Railway.

Irrigation works have been steadily carried on. The number of applicants, for ditches recorded in this office up to date is 58.

The Galt mines have for some time been running to their full capacity. The output at the present time being about 200 tons daily.

Many applications for permission to prospect for coal in the Rocky Mountains, along the line of the Crow's Nest Pass Railway have been recorded.

There has been a very large increase in the number of letters received, especially during the last six months; the majority of which are from persons seeking information regarding the conditions of the country.

Take it in all this has been truly a jubilee year for this district.

I am, Sir,

Your obedient servant,

W. H. COTTINGHAM,

Agent of Dominion Lands.

STATISTICAL SUMMARY.

Number of Entries.	Number of Series.	Nationality	Where Born.	Where from.	Previous Occupation.
11	27	British	England	England	Farming, &c.
1	6	do	do	Nebraska, U.S.	do
2	5	do	Ireland	Ireland	do
1--15	6--44	do	Scotland	Scotland	do
4	8	Canadian	Ontario	Ontario	do
1	4	do	Quebec	Quebec	do
1--6	2--14	do	P. E. Island	P. E. Island	do
1	10	American	England	Utah	do
1	8	do	Denmark	do	do
1	3	do	Utah	do	do
1	7	do	Missouri	do	do
1	1	do	Utah	Wyoming	do
1	1	do	Idaho	do	do
1	1	do	do	Idaho	do
1	1	do	Montana	Montana	do
1--9	1--33	do	Virginia	Virginia	do
30--30	91--91				

LETTERS		APPLICATIONS FOR PATENT		Homestead Entries Granted.	HAY PERMITS		RETURNS TO HEAD OFFICE.			
Received.	Sent.	Received.	Recommended		Issued.	Quantity.	General.	Hay.	Mining.	Seed Lien.
654	519	38	36	30	11	Tons. 335	24	12	6	.....

Department of the Interior.

STATISTICAL SUMMARY—*Concluded.*

SALES.					ENTRIES CANCELLED.				Applications for Irrigation Ditches.
General.		Pre-emption.		Townsite.	Homesteads.		Pre-emptions.		
No.	Area.	No.	Area.		No.	Area.	No.	Area.	
3	472.67	1	160	3	12	1899.25	.....	.....	8

DOMINION LANDS OFFICE,
RED DEER, 11th November, 1897.

The Secretary, Department of the Interior,
Ottawa.

SIR,—Referring to your circular letter of the 2nd inst., in regard to the annual report, I beg to advise that in the six months ended the 30th of June last, 21 homestead entries were granted at this office. The number of homestead entries cancelled is 42, and of pre-emptions 2. Fifty-four (54) applications for homestead patent were received and forty-seven (47) were approved; one (1) was refused. I have also to report that during the same period 102 hay permits were issued, that 1159 letters were received, and 1075 sent out; that 24 general, 24 hay permit, 12 seed grain, and 5 coal-mining permit returns were forwarded to the Department. As will be observed the number of homestead entries is exceedingly small; a fact difficult to account for. The crops, however, have been so exceptionally good this season, that I confidently anticipate a large immigration into the district during the coming year. Prompted by the excellence of the harvest, and the growing importance of Red Deer as a grain-producing centre, the Dominion Elevator Company of Winnipeg has erected an elevator here with a storage capacity of 14,000 bushels. This is justly regarded by the farmers as destined to prove a great boon to them, as it will enable them henceforth, to obtain for their grain the highest market cash values. It will also encourage them to extend the area of their operations. The few prairie fires that prevailed during the spring and fall of this year did very little damage. I am happy to be able to report that the creamery established in the district under governmental auspices, has been managed to the entire satisfaction of the farming community, and has proved a source of great convenience and profit to it. Altogether the outlook for the coming year is of a bright and promising character. In conclusion, I might mention that the Icelandic colony in the south-western portion of the District has been equally favoured in the matter of good crops.

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

J. G. JESSUP,
Agent of Dominion Lands.

DOMINION LANDS OFFICE,

EDMONTON, 12th November, 1897.

The Secretary, Department of the Interior,
Ottawa.

SIR.—I beg to submit my report of the work performed in this office during the six months ended the 30th June last.

Homestead entries are slightly in excess of the whole number granted in the preceding 12 months; the revenue also shows a considerable increase over an equal period of the preceding year.

It is satisfactory to be able to report that the industrial condition of the district is, of late, greatly improved. Crops have been excellent; prices are good and there is a demand for every product of the farm, with a strong probability that the demand will progressively increase and that prices will be maintained.

The operation of the Government-assisted creameries is an important feature among the forces to which the present satisfactory condition of Northern Alberta may be attributed. So soon as the number of these establishments is increased and the factory system becomes applied to the manufacture of cheese the dairying industry of this region will be placed on a permanently sound basis. I have every hope that this development will take place, and that it will be speedily supplemented by the erection of cold storage warehouses at all railway points.

There are seven grain elevators now recently completed or under construction, and nine, in all, between this point and Wetaskiwin. Edmonton has 4, Leduc 2 and Wetaskiwin 3. The whole capacity is said to be about 200,000 bushels. It is estimated that at least 400,000 bushels wheat and 250,000 bushels oats will be this winter handled for export.

Gold mining on the Saskatchewan River has been hampered during the past season by unusually high water, for which the dredge men were not prepared, and by the experimental character of the machinery applied to the work. It is probable that next year better machinery will be used with much better financial results to the persons concerned. The gold actually produced is said to be less this year than last. This may be due, in part, to the causes above alluded to, and in part to the number of hand miners who have deserted this field for the Yukon. It is also due, in some measure, to the improved condition of the crops and agricultural products generally, wages having been high and work abundant.

One chief factor in effecting the marked improvement in the industrial situation of the district has undoubtedly been the reduction of freight rates, which in the past 12 months have been almost cut in two to Kootenay and some other points.

If the railway company would follow up this intelligent action by assisting to establish cold storage warehouses at all railway points it could further improve the condition of the settlers, and to that extent, aid these settlers in the work of improving the value of railway lands, which are at present held at a somewhat speculative price. It is true that the railway and Government price is pretty much the same, but the Government price, I believe is not intended to encourage sales, and the railway price ought to be. The company's enjoyment of freedom from taxation enables it to carry its lands and to keep the price always—while the exemption lasts—in advance of the real value. As the work of the settler on roads, schools, &c. &c., gives these railway lands the only value which they possess it seems to me that the railway ought to do, either voluntarily or under compulsion, at least what is actually necessary to facilitate the transport of farm produce. The existence of these railway lands—exempt from taxation—held always at prices in advance of actual value, presents almost the only obstacle to the rapid settlement of the Territories.

I am, Sir,

Your obedient servant,

R. A. RUTTAN.

Agent of Dominion Lands.

STATEMENT showing Receipts on account of Dominion Lands from 1st July, 1872, to 30th June, 1897.

Fiscal Year.	Homestead Fees.	Pre-emption Fees.	Improvements.	SALES.		Map sales, Office and Registration Fees, &c.	Surveyors' Examination Fees.	Miscellaneous, including Trust.	Inspection, Cancellation and Sundry Fees.	Timber Dues.	GRAZING LANDS.		HAY PERMITS. MINING FEES, STONE QUARRIES, &c.		Rocky Mountains Park of Canada.	COLONIZATION LANDS.		Gross Revenue.	Refunds.	Net Revenue.
				Cash.	Scrip.						Cash.	Scrip, etc.	Cash.	Scrip.		Cash.	Scrip.			
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1872-73	6,960 00			19,170 20					109 25									26,239 45		26,239 45
1873-74	7,310 00			19,834 75				125 50	2,710 55									29,980 80		29,980 80
1874-75	11,510 00			13,666 90		129 00			2,335 25									27,641 15		27,641 15
1875-76	4,680 00			3,478 94	320 00				387 00									8,865 94		8,865 94
1876-77	2,250 00			1,085 86	136,955 16	4 00		100 00	320 00									140,755 02		140,755 02
1877-78	14,540 00			2,794 86	120,159 54		180 00		290 00	1,620 00								139,584 40		139,584 40
1878-79	17,690 00			4,998 99	210,904 84	81 00	310 00	13 70	410 00	325 00								234,732 93		234,732 93
1879-80	41,255 00	10,241 43		45,708 97	81,685 86	245 40	580 00	183 25	1,780 00	25,121 46								206,801 37	4,636 08	202,165 29
1880-81	20,450 00	10,801 75	269 00	71,170 17	70,828 30	985 40	420 00	37 58		32,028 34								206,990 54	5,038 22	201,952 32
1881-82	54,155 00	39,843 90	1,758 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		58,753 14	2,245 00		40 00			354,036 17		1,805,734 87	10,687 55	1,795,047 32
1882-83	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		90,066 46	22,844 43		913 91			248,492 01		1,061,403 60	8,746 05	1,042,657 55
1883-84	41,580 00	28,810 00	2,596 11	424,863 36	40,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10	11,370 60		640 90			253,713 40		1,001,776 67	9,220 50	992,556 17
1884-85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99	17,089 75		815 63			1,214 22		451,564 65	12,070 85	439,493 80
1885-86	26,110 00	14,371 00	1,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31	29,562 51	3,131 08	1,284 83					457,973 95	63,389 12	394,584 83
1886-87	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	44,561 00	7,778 40	65,111 74	14,242 77	39,487 67	1,570 40					588,532 80	19,543 16	568,989 64
1887-88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 41	12,078 53	94,964 55	5,922 47	23,023 28	2,273 73	80 00	2,951 58	10,000 00		569,986 68	6,277 66	563,709 02
1888-89	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,402 50	90,290 00	2,207 69	16,802 63	3,946 55			16,000 00		594,088 04	5,226 23	588,861 81
1889-90	35,920 00	8,580 00	3,250 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	28,232 50	84,642 95	1,305 57	9,021 63	9,242 08		1,094 37			462,536 26	8,209 74	454,326 52
1890-91	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71	3,079 55	16,193 77	8,628 44	160 00	2,397 35	5 28	4,460 50	460,990 76	7,195 27	453,795 49
1891-92	46,994 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35	3,726 80	17,222 60	5,616 85		3,648 45			452,151 08	15,291 39	436,859 69
1892-93	37,689 74		7,113 50	93,671 67	77,231 18	975 20	82 00	18,509 35	22,014 00	105,865 24	6,380 80	11,542 39	6,266 13		4,983 23			392,324 43	18,314 97	374,009 46
1893-94	36,462 26		3,497 76	53,254 71	27,840 96	973 11	40 00	13,457 09	11,097 00	81,290 51	5,740 79	7,687 86	6,243 15		2,523 92			250,069 12	4,544 01	245,525 11
1894-95	29,664 88		3,567 90	37,293 71	23,269 62	695 99		6,271 77	6,566 90	74,079 20	5,353 72	8,628 00	5,229 54		2,321 87			202,983 10	4,365 99	198,617 11
1895-96	18,278 00		3,163 15	46,373 98	46,929 65	610 78	50 00	21,679 31	6,810 50	61,923 47	7,071 86	6,255 90	5,813 51		2,744 82			227,694 93	8,368 79	219,326 14
1896-97	21,179 00		3,737 01	49,335 53	16,929 38	795 05	70 00	19,421 98	8,527 50	68,992 82	4,715 01	2,500 00	8,518 18		2,132 11			206,853 57	15,010 54	191,843 03
	685,266 98	206,741 01	60,291 43	3,331,928 33	2,666,130 42	26,235 05	5,885 00	312,972 25	165,268 28	1,450,579 39	142,859 32	161,496 81	67,043 83	320 00	27,316 43	857,461 08	30,460 50	10,198,256 11	226,136 12	9,972,119 99

Department of the Interior.

STATEMENT of work performed at Edmonton, Alberta, Dominion Lands Agency, from 1st January to 30th June, 1897.

LETTERS.		CIRCULARS.		APPLICATION FOR HOMESTEAD PATENT.				ENTRIES CANCELLED.				RETURNS TO HEAD OFFICE.		
Received.	Sent.	Received.	Sent.	Free Homesteads.		Recommended.	Homesteads.		Pre-emptions.		General.	Hay.	Mining.	
				No.	Acres.		No.	Acres.	No.	Acres.				
1,470	2,077	29	...	104	16,640	104	16,640	31	4,960	1	160	72	12	18

HOMESTEAD AND SALES ENTRIES GRANTED.

FOR LANDS NOT PREVIOUSLY ENTERED.				FOR LANDS, ENTRIES FOR WHICH WERE ABANDONED OR CANCELLED.				ABANDONED PRE-EMPTIONS HOMESTEAD.		TOTAL HOMESTEADS.		SALES OF PRE-EMPTIONS PAID FOR IN CASH OR SCRIP.		HAY PERMITS OR LEASES ISSUED.		MINING LOCATIONS RECORDED.		HOMESTEADS.		EXPENDITURE.					
Homesteads.		Sales.		Homesteads.		Sales.		Pre-emptions.		Total.		No. Acres.		No. Acres.		No. Acres.		Second Entries.		Salaries.		Contingents.			
No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.		
93	14,880	4	514	46	7,201	4	640	143	21,721	4	514	2	320	59	59	94	10	1,600	3	\$2450 94	\$179 68				
												Less Mr. Bennett's salary 360 00												\$2090 94	

REVENUE.

HOMESTEAD FEES.		PATENT FEES.		INSPECTION FEES.		CANCELLATION FEES.		IMPROVEMENTS.		MINING FEES.		HAY DUES.		SUNDRIES.		GENERAL SALES, CASH.		PRE-EMPTION SALES.		TOTAL REVENUE.	
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	Cash.	Scrp.	\$	cts.	\$	cts.
1,430 00	10 00	10 00	120 00	170 00	185 25	466 00	158 40	470 54	498 07	19 20	57 95	3,494 01									

R. A. RUTTAN, Agent.

KAMLOOPS, 15th November, 1897.

The Secretary, Department of the Interior,
Ottawa.

SIR,—In accordance with instructions contained in your letter of 3rd instant, I beg to submit the following report for the first six months of this year.

		Acres.
No. of Homestead entries,	17.....	2,356·00
“ “ sales	8.....	1,167·27
“ General “	10.....	934·58
“ Town “	4	
Applications for patent (recommended),	27.....	3,931
Entries cancelled,	11.....	1,306·50
Hay permits issued,	9	
Mining records,	1	
Letters sent	729	
Letters received,	728	

Mr. Jos. E. Ross, the present Dominion Land Surveyor for this and the New-Westminster district, appears to be making good headway and there are a number of settlers prepared to make entry as soon as the confirmed plans of the survey are received.

Mr. D. McDonald, the recently appointed homestead inspector for this district, has already covered a good deal of ground and has taken a number of applications for patent which will be shown in the report subsequent to this.

The recent visit of the Minister of the Interior gave great satisfaction and the people in this vicinity are evincing deep interest in an all Canadian route to the Klondyke *via* Kamloops, North Thompson River and Cariboo. A considerable sum has already been subscribed, for the purpose of having the route reported on by practical engineers.

The matter of irrigation is also attracting considerable attention.

The Klondyke excitement has temporarily had the effect of quieting mining matters here, but a considerable amount of work has been done this season.

Kamloops continues to improve steadily; building is and has been brisk. Vacant houses are very difficult to get. Good carpenters have been in demand since the building season opened.

Letters from residents in the Western States asking for general information are being received here constantly; many of the writers are evidently Canadians anxious to return.

I am, Sir,
Your obedient servant,

E. A. NASH,
Dominion Lands Agent.

DOMINION LANDS OFFICE,

NEW WESTMINSTER, B.C., 11th November, 1897.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour by departmental direction to submit for your information the following report respecting the New Westminster Lands Agency, for the period of six months ended on the 30th June last, adding a few remarks on matters arising since that date.

Department of the Interior.

Early in the month of January last I forwarded to the head office two statements—one showing balances outstanding on account of general sales which were carried out during the years of inflated land prices—amounting to over \$52,000, including \$12,000 interest—the other showing outstanding indebtedness on account of homesteads at \$1.00 per acre, amounting to about \$56,000, including about \$7,000 interest accrued.

Although the collections during the period ended on the close of the fiscal year, have not been large, yet I find that many of the items are for interest, showing a disposition to discharge the liabilities were the conditions favourable.

Owing to the low price of farm produce and the dearth in openings for outside employment a large number of the land holders had quite a struggle to provide the necessaries of life. There has not been any demand for the wild unimproved lands, and many of the purchasers of such lands have sought to be relieved of their indebtedness at \$5.00 per acre, and to accept a paid up portion of the lands contracted for.

In some cases these lands were purchased for the benefit of friends and relatives who were expected to arrive from other countries; but who were detained owing to reports of hard times. In the meantime the lands were subjected to the provincial and municipal wild land tax on an inflated valuation, an item of great burden.

The correspondence of the office for the same period is as follows:—

Letters received	825
Letters sent	738

Many of the letters embodied sketches and descriptions of vacant lands, it being now so difficult to find much available land at any one point, owing to the broken character of the foot-hills.

The examination into the provincial titles issued since 1883 within the Dominion 40-mile belt was continued and a large number of files were prepared and forwarded to the Surveyor General for his information.

This has been slow work owing to the necessity for the tracing of the various papers in the order of time since they were filed. Some of these cases were suspended until after the delimitation and demarcation of the boundaries of the belt at certain points. I had to press for the necessary surveys which are being undertaken as fast as one survey party can make progress in a wooded and broken territory.

Later in the spring I was called upon to act in another capacity in addition to my own duties, compelling me to lay aside the less urgent matters, until I was relieved of the additional work early in July.

Strict economy has been maintained in expenditures.

I may now allude to the prospect of an influx of people to the west next spring. It is reasonable to suppose that among them there will be families looking for homes in British Columbia.

Already I perceive a much more hopeful feeling among the settlers on the lands, and the town residents.

There is an improvement in the character and quantity of produce presented for sale and the prices have advanced.

Should there ensue a filling up of the vacant farms, and the extension of clearings and the subdivision and settlement of the unimproved tracts of lands in the more favoured localities, there must follow an enhancement of the estimation in which outlying vacant land stands in the minds of homeseekers.

There are a few other matters to which I might allude, but they are scarcely within the purview of this department.

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

JOHN MCKENZIE,
Agent of Dominion Lands.

No. 2.

OFFICE OF THE SUPERINTENDENT OF MINES,
CALGARY, ALBERTA, 12th November, 1897.

A. M. BURGESS, Esq.,
Commissioner of Dominion Lands,
Ottawa.

SIR,—As requested by your circular of the 2nd inst., I have the honour to report through you for the information of the Minister of Interior on the work of my office up to the 30th June last, and on general topics to date.

My last report was brought down to the 31st October, 1896.

In November, 1896, I visited Maple Creek to inquire into a dispute which had arisen between cattle and sheep men of that district.

Immediately afterwards I visited Golden to report on certain matters at that point as per instructions.

In March last, I visited Illecillewaet under instructions from the Minister to report upon a dispute regarding certain lands and interests at that point.

During the month of March I also visited Edmonton in connection with the placer gold mining excitement at that point.

In April I held at Kamloops a preliminary examination for Dominion Land Surveyors.

In May I visited Winnipeg in connection with certain disputes regarding mineral claims in the Winnipeg district.

In June I visited Winnipeg and Rat Portage on the same business, taking up certain matters which could not be taken up or completed during my visit in the preceding month.

In June I visited Revelstoke in connection with the valuation to be placed upon certain lots in Government town plot at that point.

I also visited Edmonton in connection with a disputed land case.

Reports of all the foregoing were forwarded immediately after my visits.

DAIRYING.

It is probable that there is no branch of agricultural industry in Northern and Central Alberta, which has made the strides that dairying has during the past season.

The increase in this desirable branch of agriculture has been greatly stimulated by the Government taking hold of and conducting the creameries. It is probably not an extravagant estimate that at least 75 per cent of the increased output during the past year has been owing to this action. Ever since 1886 I have called attention in nearly every one of my annual reports to the specially favourable conditions possessed by the foot-hill region of our Territories regarding this industry, namely, sweet, nutritious grasses, plenty of the best of water and cool nights and short seasons of severe weather when heavy feeding or expensive shelter is required. Before dairying will at all reach the maximum of its possibilities, a complete change in the system of stock handling so far as cows are concerned will have to be instituted. While our grasses for three or four months of the year will produce milk abundant in quantity and of the highest possible grade in quality, so soon as the fall frosts have effect the flow of milk is seriously decreased, though probably not the quality. In fact the latter may be somewhat improved so far as the percentage of butter-fat is concerned. Although the grasses do not appear to depreciate in the slightest for beef producing qualities, they are greatly

Department of the Interior.

reduced in their milk producing capabilities. This condition could no doubt be met by very little attention on the part of the dairymen were the grazing supplemented by a little feeding, the furnishing of warm stabling or shelter for the cows during cold or stormy weather, and plenty of good water for the stock readily accessible when desired. There is no reason why a cow should not milk profusely for at least ten months during the year ; some people claim they can be made without injury to themselves to do so for upwards of eleven months. In this report under the heading alluding to irrigation attention is called to the particular advantages to dairying which this method offers. The greatest drawback dairying had in this neighbourhood prior to the Government taking charge of it arose from the distrust of possible patrons, which distrust was caused by some of the earlier enterprises of this nature being unable to fulfil their obligations, that is, did not pay for the milk furnished. Of course when the Government assumed the management and control of the dairies, that obstacle was removed. Dairying however is a branch of farming which cannot without considerable capital be started out fully at once. It requires capital to obtain the cows, and even if the capital is available the right quality of stock is not always procurable, so that in any event it will take probably three or four years before any community will have their dairy herds approaching their ultimate possibilities or probabilities. In some sections of the country, particularly the vicinity of Calgary and to the south, it has been found extremely difficult to induce the settlers to engage in this industry—first, because of the scarcity of the help required for herding and milking, which means to the farmers irksome confinement and constant attention, a condition that the habits of at least the past few years renders repugnant ; secondly, because they have been doing very well in producing beef. In time a large majority will gradually drift into the furnishing of milk, and will find that the production of beef will not be diminished in the slightest in consequence.

STOCK SUITABLE FOR DAIRYING.

There seems to be considerable diversity of opinion as to the class of cattle which should be utilized for dairying purposes in this district. What is desired is good milkers and at the same time good beef producers, and it will probably be found that the milking strain of the Shorthorn best meets the requirements, though many other breeds have each their warm upholders. By using separators and substituting linseed for the butter-fat taken from the milk for the butter, a calf nearly, if not fully, as good as the one fed on the milk directly can be produced ; and when it is considered that for beef purposes as high as sixteen dollars have been paid for calves six or seven months of age, the profits from rearing calves, if they prove good beef-producers, is readily noticeable. If the two branches of the industry were combined intelligently it would be found, I believe, that fifty per cent of the owners' profit would be derived from the beef

REGULATIONS FOR GRAZING DAIRY STOCK.

A subject bearing very materially on the question of dairying is whether some regulations should not be made which would enable the dairy stock in many districts to be largely increased, at the same time doing no injury to other interests at present established. As grazing is at present conducted, horses, large steers, cows and stock of all ages run together. Any one who knows anything about the subject will admit that it is not advisable that dairy cows should run with at least horses and large steers, or with any other stock that can worry them in the slightest. It is thought by many that the time has not arrived when such regulations are necessary, that there is a surplus of pasturage in the country, and that when there is a deficiency it will be the time to introduce regulations of the nature proposed. This is a subject to which the writer has given considerable thought, and the conclusion arrived at is that in very many districts it would be advisable that some action on the lines discussed should be taken without delay. It would occupy too much space in a report of this kind to go as fully into this matter as would make the situation clear.

STOCK.

The past winter was on the whole favourable to the cattle interests in what might be termed the ranching portions of the Territories. The month of November, 1896, was the worst November in the history of this country. The snow came early in the month and continued and increased in depth until near the end of it, when it was removed by Chinook winds. Outside of the Pincher Creek district, however, the loss of cattle was, on the whole, very light. Each year finds the ranchman better prepared to meet a hard winter than the preceding one. Nearly all now wean, feed and shelter their calves, to some extent also feed and shelter the weak cows. The severest winter known in this country has not caused material disasters to stock other than those mentioned, even when the animals were permitted to rely wholly on their own resources. The development of mining in West Kootenay and other portions of British Columbia has furnished a first-class market for those grades of cattle which are not large enough in size or good enough in quality to warrant their exportation to Great Britain. It will thus be seen that the beef-raising industry of the country is at present in a very flourishing condition, and if in some portions of the Territories, particularly in Northern Alberta, more care be taken in procuring and using well bred bulls and in breeding generally, there is no reason why it should not continue to be one of the most remunerative, if not the most remunerative, branch of agriculture in the Canadian North-West. The prices obtained were from \$40 to \$45 per head for four-year-old steers, \$35 to \$37.50 for three-year-olds, and from \$25 to \$35 for cows and inferior steers. It would have been well if some statistics of the stock output in Alberta and Assiniboia had been obtained, but unfortunately they have not been procured.

HORSES.

Owing to the low price of horses for a few years past, the breeding of them has been largely discontinued. The result is that those who have continued in the business have now a very good outlook for their enterprise. Heavy horses that will run 1300 to 1600 pounds have sold readily at \$75.00 to \$100.00; animals suitable for driving at about the same price; and the recent gold excitement on the Yukon gives promise of a market for a very large number of a grade that it is desirable should be exported as soon as possible, weighing from 800 to 950 or 1000 pounds, strongly and compactly built and suitable for packing, but at present of little or no value for any other purpose. Even after those are disposed of a very large number of animals of somewhat the same order—chiefly Indian ponies—will be left, for which as yet there does not appear to be nor is there likely to be in the future any market. They are a curse to the neighbourhood where they run, eating and tramping out grasses that would be most valuable for other purposes. It might be good policy to confiscate and shoot them.

HORSES BROUGHT IN BY EMIGRANTS.

There is a material decrease in the number of inferior horses brought in by professed immigrants from the Western States, who never had any intention of settling in the country, merely abusing the privilege of free importation of settlers' horses. A large majority of these immigrants have left the country. They were really horse dealers, not settlers.

SHEEP.

The price of wool still continues very low, 7c. to 9c. per pound. This coupled with the compulsory slaughter of sheep exported to England immediately on landing, has caused this industry about to come to a standstill. Those who are engaged in it are doing fairly well, there not being an over-production of mutton to supply the demands of Manitoba, the Territories and British Columbia; but it would require a very small increase to overstock the available markets, in which case the prices would at once fall

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so greatly that probably the business could only be carried on at considerable loss. It is unfortunate that there is no prospect of the repeal of the legislation under which this slaughter on landing is made compulsory; for here we have special facilities for producing the fat, heavy mutton which is popular in Great Britain, but not in demand on this continent. The duty and cost of transportation make it unprofitable for us to rear lambs suitable for the eastern cities of the United States, and our own eastern provinces furnish already more than the home market will consume.

HOGS.

The reproduction of stock of this class may, if desired, be very rapid, and throughout Alberta and particularly in the northern portion of it the increase now taking place is astonishing. Were there any definite assurance of high grade pork-packing establishments in the district, there is no reason why the hog product should not assume very large proportions. It was thought a year ago that everything was in good train for the commencement of a large industry of this nature in Calgary. The promoters gave as a reason for not going on with it that they desired to see what changes, if any, the incoming tariff would bring into effect, as it was asserted that free trade in pork would make the business impossible in the Territories, and that the locally produced article would be swamped by the low price of American pork. There was urged against this contention that the pork here on account of the superior feeding of the pig would be of a very much higher grade than the coarse corn-fed import from the Western States. The reply to that was that, admitting the contention, the purchasing public would not sufficiently appreciate the superiority to pay the difference in the cost, although the higher priced might be really the cheaper. When the tariff was brought down last session it was too late to establish a factory so as to be of advantage to the producer of last year's stock. But there appears to be no movement on that line at present. Why this should be the case is unaccountable when the possibilities of cheap production, a high grade article and a good market near at hand in British Columbia, are taken into consideration, and still more so in view of the probable development in the Yukon.

There is of course a considerable trade done during the winter season in fresh pork; but as already intimated if there was an assurance of a steady, large and reliable market, the production of pork in Alberta could be increased at least tenfold. In the breeding of hogs considerable care has been evinced. The grade of pork now prevailing in Alberta would compare favourably with that of any portion of Canada, and is very much higher than the average. Particularly is this the case in light hogs running from 150 to 250 pounds and six to ten months in age. The favourite breeds are Tamworth, small Yorkshire, Whites and Berks.

POULTRY.

It seems strange that more attention has not been paid to poultry. With the establishment by the Government of the various cold storage facilities, at least eggs and probably poultry should now reach the consumer in the highest perfection.

Wonder has often been expressed that Manitoba still continues to import such a large quantity of poultry from Ontario. In looking into this subject some two or three years ago, the writer was informed by parties who had made the attempt to breed poultry, that they found they were heavily handicapped owing to the short season. As a rule after the 20th October the nights were so cold that the birds if not very well housed and fed, would deteriorate, and usually by the 10th of November, the weather became so severe, that it was impossible to fatten them, unless such expense was gone into in the matter of buildings, as left no margin of profit. It might be that that contention was correct; but in any event it does not apply to a large portion of Southern Alberta and Western Assiniboia. Although at times the thermometer indicates a considerable degree of cold during the larger portion of the winter, poultry should fatten as readily there in the autumn as in Ontario. In the districts mentioned, the high winds

prevailing may be an objection, but that can be readily overcome, and has been by several, by digging pits into which the poultry betake themselves when the wind is blowing strongly.

BREEDING.

It is pleasant to be able to report that the interest in breeding throughout the larger portion of the Territories is maintained. Unfortunately a portion of Northern Alberta still lags far behind in this respect. I have alluded to this matter more fully in my report of 1896, and therefore it is not necessary to repeat it in this.

SHEEP VS. CATTLE.

There has not been much friction between the breeders of sheep and cattle since my last report. If the sheep are kept within the areas allotted them, there need be no trouble, but otherwise injury will ensue to both industries.

CROPS.

The crops during the past year have been universally first-class both in quality and quantity, and prices have been fair. The hay crop was an enormous one, at least in Central and Southern Alberta. In Northern Alberta more hay may not have been harvested and saved than usual, but in the other divisions the crop was good and the weather all that could be desired to save it in good order. The high winds which usually retard the handling and stacking of this article were this year absent, so that probably at least 100 per cent more hay than the average was harvested in the central and southern regions. It is to be hoped that the usual losses of hay in stack from prairie fires in the district mentioned will not be considerable this year. It is astonishing and disappointing how careless many individuals are in this respect. One will frequently come across stacks containing ten to twenty tons, which represent a labour of \$2 per ton, left without the slightest fire protection, while an additional outlay of 25 cents per ton would have rendered it comparatively safe.

NATURAL HAY VS. CULTIVATED HAY AS AN ARTICLE OF COMMERCE.

The mining development in British Columbia has created a market for hay which has, to some extent, been supplied by Alberta. This market will no doubt rapidly increase. The natural grasses of this country do not bear handling well, although they may look comparatively well before being baled. If they stand any length of time, neither the appearance nor the odour of the hay is such, when the bales are broken, as would attract purchasers. Even if baled a short time, the appearance when opened up is not enticing. It will therefore be found that if all the hay required can be furnished in cultivated grasses, the shipping of the native article will cease. In those districts where timothy and bromus can be successfully cultivated, which they can in all parts where irrigation is available, and possibly in some parts of Northern Alberta without irrigation, a sure and highly remunerative market is well in sight, and from prices obtainable last year, I conclude that a better profit can be obtained than by growing wheat at a dollar a bushel.

IRRIGATION.

From the headwaters of the Red Deer south to about the northern limit of township Six, along the foot-hills and eastern slopes of the Rocky Mountains for a few days preceding the 17th June last, the downpour of rain was something previously unknown in the history of this country. The result was unprecedented floods, taking out within the area mentioned nearly if not every irrigation ditch headgate. The loss in respect

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of these works varied from about 10 per cent to 90 per cent of their first cost, and it will probably be a fair estimate to assume that the average was at least 25 per cent. In one respect it may have been fortunate that the country experienced such a flood, as it demonstrates that more care must be taken in the installation of headworks; and if the disaster of last June had been postponed for a number of years, when the headworks instead of being made stronger would no doubt have become weaker, the loss would probably have been appalling, not only in property but in life also. This brings up a very broad and interesting problem—how to prevent, and if prevention be impracticable, how at least most effectively to discourage the erection of edifices in those localities which probably would be subject to inundation by the mountain streams when forced beyond their banks.

In some cases the land under irrigation had been fully soaked prior to this down-pour of rain, and consequently received too much moisture, the result being that the output of the irrigated portion is not so great as it was in 1896, though taking it as a whole it will even this year average very much more than the product of an equal and similar area not irrigated. None are discouraged regarding the future of irrigation; the only block there is to the enterprise is the want of funds. Each individual is doing all he can, but from one cause or another it seems to have been impossible to carry out enterprises which require the outlay of any considerable amount of capital, and the limit obtainable by private enterprise will soon be reached.

HAMLET SYSTEM COMBINED WITH IRRIGATION.

It requires very little reflection to convince one familiar with the subject of the advantages of the hamlet system in offering facilities for dairying and several other branches of agriculture, notably the production and marketing of poultry, eggs, pigs, vegetables and fruit; but its advantages in connection with irrigation are most strikingly apparent. In all countries requiring irrigation there is very much more land to be irrigated than there is water available for the successful production of cereals, hay, roots, &c., therefore to utilize the country to the best advantage irrigation should be devoted to the production generally of winter feed for stock, leaving the non-irrigated portions to be utilized as pasturage during those seasons of the year when they can be so used to advantage. All irrigated countries similar to ours can be devoted most advantageously to pastoral pursuits, hence it should be the policy to distribute the irrigated portions as widely as possible, so that the pasturage would be as nearly as possible contiguous and readily accessible to the sections devoted to the growth of winter feed. This is not a Utopian idea so far as a very large portion of what may be termed the semi-arid part of our Territories is concerned. The Government at present has sufficient data to show that the scheme briefly outlined can be applied to a very large extent of Southern Alberta and Western Assiniboia, to an area embracing at least fifteen million acres, of which there are from three to four million acres to which available water in sufficient quantity can be cheaply applied. The irrigated areas in which the hamlets would be placed would vary in size from three to ten thousand acres. Take the smaller area by way of illustration, and allot to each of thirty families one hundred acres of irrigated land, which is ample to carry out the scheme. There would be tributary to these three thousand acres, probably twelve thousand more, suitable for pasturage. Three thousand acres laid out in the form of a circle (and probably this proposition can be best illustrated in that manner) would equal an area of land less than two and one-quarter miles in diameter. Assuming the establishment of a creamery is in the centre of this circle, the inner edge of all parts of the pasturage will be but very slightly over one mile from the creamery, a distance that would not injure the cows to travel over four times in the twenty-four hours, provided they are not hurried. In practice it would not be necessary to bring them into the creamery, but they might be milked where they are pastured. Under a proper system of irrigation there would be a plentiful supply of the best of drinking water at any point desired. Thirty settlers could easily each keep, with their one hundred acres of winter feed, thirty cows in addition to the beef and other stock raised; so that there would be the product of nine hundred

cows available for the creamery. And if the introduction of steam or other power for milking is likely to be a reality—and there would seem every probability of such being the case—what constitutes so great a bugbear in relation to dairying would be overcome at a minimum of cost. Owing to the rapid fall of the country in an easterly direction, water power could be developed cheaply and the larger canals or ditches could be utilized to advantage in the transportation of fuel and building material. If, say, seven of such communities or hamlets were working together, the central one of which need not be more than five or six miles from the most distant of the remainder, in that central one good cold storage facilities would of course be provided. Allowing 900 cows to each hamlet, you would have upwards of 6,000 in the seven, so that once a week a carload of butter would be produced. Combined with the dairy business would be the production of pork, poultry, vegetables, fruit, eggs, &c., and the same conveyances which took the butter to the central station would also take the other mentioned products. They would be thus stored, kept in prime condition, and disposed of when desired. It will thus be observed that in the herding and milking of the cows, making the butter, rearing pigs, poultry, &c., collecting of the whole at the central point, storing, marketing, and freighting, the minimum of cost and the maximum of price could be realized. Moreover, in procuring breeding animals, farm machinery, &c., great economy is possible through the hamlet system, as each family would not require in those respects 50 per cent of the outlay necessary when each is carrying on his operations independent of his neighbours, as must be done under the ordinary mode of settlement. One of the greatest advantages this system affords is probably the social, religious, and educational facilities afforded by it. It may be asked why, if this is the case, has not the hamlet system been more in favour? The answer to that is, it would probably have, had it been given a fair trial, but there seems to have been a prejudice against it both among our neighbours to the south and among ourselves, a prejudice which when looked closely into seems incapable of satisfactory explanation. From the information obtained from parties whose opinion thereon is entitled to the greatest weight, it cannot but be concluded that the progress made in the hamlet system of settlement is at least treble what it is under the ordinary system, certainly during the first few years which are the critical ones in the history of any settlement, and that not taking into account the social, religious and educational advantages afforded, the lack of which has probably been the greatest hindrance to the settlement of our great plains.

It is however only under a system of irrigation that the hamlet system of settlement can be worked up to anything like the ideal desired. Nature has not fitted the country so that a settlement of 25 to 100 families can be placed at any one point that might be desired, nor has it arranged matters so that these settlements could be grouped, all of which is attainable under a system of irrigation, as it can be worked out in Southern Alberta and Western Assiniboia.

Mr. Elwood Mead, the state engineer of Wyoming, who is the chief official of all irrigation works and administrator of the water supply in that state, in which the conditions in very many parts are fairly identical with those with us, has given this subject many years' study, and has the intelligence and information necessary to entitle his opinions to the greatest possible consideration. Mr. Mead read a paper before the Society of Irrigation Engineers at Denver in December last, entitled "The arid lands, their reclamation, management and disposal." There is one point in this valuable paper which may be profitably alluded to in this report, namely, the recommendation that as an incentive to irrigation, the State should confer on every one who irrigates one acre, the right of leasing 16 acres of non-irrigated lands at 1 cent per acre per annum, that right to continue in that proportion so long as irrigation and utilization are maintained. This scheme would work out about as follows:—Assuming that settlers in any neighbourhood had 10,000 acres under irrigation, they would combine as a company, go to the Government and obtain a lease of 160,000 acres of land for grazing purposes for which they would pay 1 cent per acre per annum. It may be that our percentage of non-irrigable land would not in the Canadian North-West permit of that proportion; but there is no doubt that for many years eight acres to one and in many cases 16 or 20 to one could be given. These parties being assured of their right to these lands, so long as they may maintain their irrigated proportion, would protect the pasturage thereon either

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by herding their cattle or fencing it and preventing prairie fires. The erection of small reservoirs to collect the stream and any waste water within the tract, the construction of windmills to pump water if necessary, the sinking of wells—say one good well or watering point for every two miles square—would allow the pasturage of the tract to be utilized to its maximum value. Cattle in hot weather will not graze to advantage more than a couple of miles from water. This tract might be very many miles from the parties who controlled it, but that would be no very great objection, as stock can be driven during those months in the year, when the pasturage is fair and a plentiful water supply for drinking available, at least ten miles per day, and they would not know they were being driven. On these grazing lands the farmers would run their own stock, beef cattle and dry stock; keeping their cows, calves, and any weak animals where they could be looked closely after and fed if necessary. By care in the management of the grazing lands, the stock suitable therefor could be kept throughout the year, probably not requiring feeding on the average one month. In many cases hay would be made available on those areas by the utilization of the surplus water and preventing the stock grazing on and tramping out the meadows; but even if during a small percentage of the year feed had to be provided, that would add but a small percentage to the cost of production of the stock.

FOREST PROTECTION AND FORESTRY.

This is a subject that is most intimately connected with irrigation. The disastrous floods which were experienced last June were chiefly if not wholly the outcome of the destruction of the forests along the foot-hills and eastern slopes of the Rocky Mountains, a destruction which has been almost incredible. Many believe that last season's experiences will be frequently repeated if steps are not taken to preserve the trees and brush at present growing on the areas mentioned, and also to stimulate reforestation as rapidly as possible the balance. Outside of this tract there are very many points in the Territories fairly advantageous for the growth of trees, some of them admirably so, such as the lower river bottoms, the northerly sloping or steep banks of streams, the islands in rivers and lakes, and in the neighbourhood of lakes, ponds and springs. This subject is engrossing the attention of some of the wiser heads on this continent as well as Europe, but unfortunately for many countries, among which is Canada, it seems impossible to invest this subject with that interest to the masses which is necessary to enable the Government to take hold of it and carry it out with the energy that its importance demands. We may find out the fatal mistake much too late to supply the remedy as quickly and to the extent requisite to our interests. In any event it will not be many years before the cry will be raised, what were those in charge of affairs in Canada thinking of to permit the destruction of the forests?

PRAIRIE FIRES.

The Territories have this autumn been fortunately comparatively free from prairie fires, but Manitoba has been singularly unfortunate in this respect, the loss of life and property having there attained large proportions. After a residence in Manitoba and the Territories of twenty-four successive autumns, of which twenty-two have been spent to a greater or less extent travelling over the country, the writer is convinced that by legislation and organization at least 95 per cent—probably 99 per cent—of the fires could have been prevented. The day the prairie fire does its damage is not usually the day on which it is set out. In nine cases out of ten it is allowed to smoulder and burn more or less for weeks, when a hurricane arises bringing it down rapidly upon some populated district with awful destruction in its train.

The writer saw this autumn a prairie fire north of the Rosebud River, and east of the Calgary and Edmonton Railway, which was allowed to burn, and he was in the neighbourhood of the fire during a period of eight days, during which there were five nights without a breath of wind. A little organization, combined with the services of say twenty men would have put out the entire fire. It was, however, allowed to burn

until it swept down on a settlement, when the people turned out, fought it, and guided it past where their property was situated, and then let it go. The rain and snow storm of a few days afterwards extinguished it. This is cited to show the carelessness evinced by the settlers. The appointment of fire guardians in each district would at first sight appear to be a very good idea, but they do not care to excite the ire and enmity of their neighbours by informing on them or otherwise enforcing the regulations; and it is not easy to see how this objection can be overcome unless the duty be assigned to somebody who is not affected by the opinion of those who set out these fires or cause them to be set out. The Mounted Police officers or some other authority might be required and authorized to hold a thorough inquest into the origin of every prairie fire, and report the facts to the Crown Prosecutor for the district, whose duty it should be, if the evidence warranted, to prosecute to the utmost every infraction of the law. If in the dryer portions of the Territories prairie fires could be absolutely prevented, in ten years the quantity of feed available would be at least doubled, probably quadrupled. The baneful effects of such fires within the areas mentioned are quite noticeable for six or seven years afterwards. On the gravelly or stony knolls and ridges, the destruction frequently is permanent. Camp fires are a prolific cause of fire, and the penalties should be strictly and rigorously enforced against all who fail to comply with the requirements of the law in this regard.

HAIL INSURANCE.

My annual report of last year suggested the possibility of obtaining statistics in this matter, and it was submitted that a system of insurance might be instituted which need not necessarily be expensive, while proving a source of protection to many a poor struggling settler, who every time during July and August he sees a black cloud arise in his neighbourhood is afraid it brings a partial or total destruction of his crop. During the last season the loss from hail in the Territories has been slight, much less than the average.

WOLVES.

The policy adopted of paying a bounty for the destruction of wolves has proved a very good one, and it is to be hoped it will be continued. The Stock Association has supplemented the efforts of the North-West Assembly in this direction.

STOCK ASSOCIATION.

A stock association for the Territories has been formed, and not before it was needed: had it been started ten years ago on the lines of to-day, the stock interest, which is paramount in Southern Alberta and Western Assiniboia, would have been in a much better position than it is.

IRRIGATION WELLS.

Along the foot-hills and in other parts of the Territories where the sandstone is tilted and crops out, abundance of water is furnished by beautiful springs, but when one reaches those regions, forming at least 90 per cent of the whole of the grazing area, where the stratification of the sandstone is horizontal, or nearly so, springs are rarely if ever met with, the few that exist are probably furnished by rainfall on the watershed of the drainage system. That the springs which are met with in the areas of tilted stratification are fed by water from the mountains, there is probably no doubt. Large springs are met with which have so far as can be seen, no catch basin sufficient to furnish anything like the amount of water produced by them. It seems probable, that if the sandstones, where they lie horizontal, were bored through, a copious supply of good water would be obtainable, in fact it is not impossible that an area similar to the artesian basin of South Dakota might be met with. It is the opinion of those who have

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given the subject the most study that the artesian basin of South Dakota is supplied with water either from the Rocky Mountains or from the region immediately east thereof. That such a source of supply may be available in our Territories is probable, the element of distance being in our favour. During hot weather cattle will not willingly graze over two miles from water. Of course they may be forced further than that, but only by starvation. In the absence of a plentiful supply of water, the stock will herd in larger numbers where water is obtainable, the stronger animals preventing the weaker from obtaining their quota, thus destroying them and at the same time tramping out large areas of the best of feed. With a plentiful supply of water scattered over the Territories, the sustaining power of the area suitable only for grazing would be multiplied at least tenfold, probably twentyfold. Therefore it is trusted that this subject is worth the expense of testing for water by deep boring. Even if such boring failed to furnish flowing wells, but procured a plentiful supply available by pumping, it would prove of inestimable value.

COAL MINING.

The coal production of the Territories up to the first of July last would be about the same as for the corresponding part of the preceding year, (see Report of 1896), but since then the output has been very materially increased, at Canmore at least 250 per cent, and at Lethbridge probably 100 per cent. At other points, excepting Anthracite, probably no material increase has taken place. The construction of the Crow's Nest Pass Railway has caused considerable attention to be directed to the discovery and utilization of the coal at or near that route. Several recent discoveries have been made in the Pass, to the east of the summit of the Rocky Mountains, some of which promise very well so far as indications go, although none are developed sufficiently to warrant definite conclusions being arrived at. A strong party is now engaged in developing on Coal Creek, a tributary of Elk River, in British Columbia, distant about five miles from the line. If this mine turns out what is expected, it is thought that coal suitable for steam purposes and coke will be very cheaply produced. So far the writer has not met with any coal in the district under discussion which was not very badly crushed, so much so that the loss by transportation, storage, and distribution for domestic purposes, would form a very high percentage of the original output. It may be, however, that seams will yet be discovered which will produce, or that those already known on further development will do so, a coal on which the loss will not be so great. It may be that briquettes can be made so as to avoid the loss mentioned. What the substance is by which the coal can be converted into briquettes in the localities mentioned does not yet appear. Coal tar, the material generally used in Europe, is at present not available except at such a cost that it is practically prohibitive; but it may be that coal will be found that will pay to distil the tar from specially for the purpose of making briquettes. Some think that if petroleum were found in this locality, its by-products could be utilized for the purposes mentioned.

PETROLEUM.

It is hoped that the relaxation of the financial stringency will continue long enough to permit further prospecting, both in the southern and northern parts of Alberta, where the indications seem favourable. If petroleum were found in paying quantities, it would of course add very materially to the resources of the district, furnishing one of the necessities of life which is now only obtainable at a very great cost.

GOLD PLACER MINING.

During the late winter and early spring of this year considerable excitement arose on account of the black sand of the North Saskatchewan River. It was claimed that it contained a very large percentage of gold in minute particles, too minute to be saved by any ordinary washing process, but that it could be abstracted either by smelting or some other process. So far the results have been disappointing, but it by no means

follows that the industry will not be developed into a very profitable and extensive one, and if so the area affected will be very considerable as these sands are not confined to the North Saskatchewan, but are found in many other streams flowing east from the Rocky Mountains. The development has now passed the speculative stage, and those who are engaged in the industry will it is hoped leave no step untried till success is reached. It is anticipated that the great value of this will be demonstrated within the next year or two at the furthest.

QUARTZ MINING.

The quartz mining districts of British Columbia, lying immediately west of the Territories developed in the direction of the Crow's Nest Pass Railway will no doubt rapidly increase their production of gold and silver and open up new fields. Some attention is still being paid to the quartz veins lying along the Bow River to the east of the summit of the Rocky Mountains, and many are sanguine that in the near future a very considerable development will take place in the last mentioned district.

COKE.

The production of coke either in the Territories or along the line of the Crow's Nest Pass Railway within a few miles west of the westerly limit of the Territories will, no doubt, be a valuable industry in the very near future. There are large areas of first-class coking coal lying along the foot-hills in Alberta; but owing to the advantageous location of the seams along the tributaries of the Elk River in British Columbia, so far as relates to transport to the Kootenay mining fields, the only point at present where there is a market, the opening up of this industry at points not so well situated, has necessarily been deferred; but should the coals in the Crow's Nest Pass not prove as valuable for coking purposes as is generally anticipated, the deposits referred to, which from tests already made, are no doubt highly suitable for the purposes mentioned, will be available.

YUKON GOLD EXCITEMENT.

If it should prove that there is a good cattle and pack trail obtainable from Northern Alberta through to Dawson City *via* the Peace, Liard and Pelly rivers and tributaries, the advantages to the Territories will be incalculable, and there seems every reason to believe such a practicable trail is obtainable. The Yukon District would benefit from this as much as Alberta, for it would get at a low cost the larger portion of the meat supply which, among the mining classes, constitutes probably sixty per cent of the total food outlay. It will also furnish a market for the class of horses as has already been stated the country would be well rid of. The route would, for two-thirds of its distance pass along or in proximity of what is believed by many to be the largest and broadest auriferous belt known, extending from Cariboo to Circle City, and if quartz mining develops along it, and such is highly probable, it would develop into a railway, which, for cheapness of construction and operation, would surpass any other one suggested.

CROW'S NEST PASS RAILWAY.

The construction of this road will prove one of the largest factors in the rapid development of the North-West, giving access at a cheap rate to those parts of Southern British Columbia, which are at present our best customers in meat, vegetables and dairy products, and which, under the new conditions, will be a market for our flour and oatmeal. A very large and profitable trade in poultry and eggs should also be developed to the advantage of both parties.

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GRAZING STOCK ON THE PUBLIC DOMAIN.

This is a subject to which considerable attention has been devoted in the past, and at present it is probably not necessary to more than mention it. It is one that can be looked at from several standpoints. Many think that there is no reason why this pasturage should not be paid for by those who utilize it. Others take the ground that the public derive sufficient advantage from the improved condition caused by the production of stock to forego any rental or other equivalent for the pasturage obtained. There is one point in connection with this which might be mentioned, namely, that whereas there is no doubt the country itself receives very large benefits by reason of the stock industry, the money accumulated by the men who own such stock is very considerable, and a very small percentage ultimately remains in the country that produces the wealth.

IMPROVED TIMES.

The improvement in the business of the Territories during the past two years is almost incredible, caused largely by better markets for low grade stock, better crops in 1896 and 1897 than in 1895, a better market owing to the development in British Columbia, and also to a very considerable extent, because the settlers have got down to "hard pan" and are keeping within their means. The people generally have arrived at a better understanding of the conditions, and if this only lasts for a year or two longer and the settlers continue to practise economy and industry, then the country will be in a condition to stand a very considerable reverse, both in product and price, without materially clogging its progress. A further continuance of the present times will permit capital to be obtained for enterprises such as construction of irrigation works, prospecting for petroleum, natural gas and other minerals, so that taking it all in all the prospects for at least the Territories, to which this report is confined, present the most roseate hues.

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

WM. PEARCE,
Superintendent.

No. 3.

DEPARTMENT OF THE INTERIOR,
OFFICE OF INSPECTOR OF DOMINION LANDS AGENCIES,

OTTAWA, 30th November, 1897.

A. M. BURGESS, Esq.,
Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to inform you that no inspections were made of the Dominion Lands agencies during the six months ended the 30th June last, with the exception of Yorkton and Lake Dauphin, which were visited by Mr. E. H. Taylor, on the occasion of the transfer of Messrs. Gunne and Herchmer from one office to the other.

On the 10th July last, I was instructed to assume the duties of Inspector of Dominion Lands agencies, and accordingly started on my first trip on the 4th October, returning to Ottawa on the 23rd of the following month. By the Deputy Minister's instructions I refrained from visiting British Columbia, other arrangements having been made with reference to the Kamloops and New Westminster offices.

During my absence, which extended over a period of fifty days, I travelled 6,762 miles, and inspected the following agencies in the order named:—

Winnipeg, Touchwood Hills, Little Saskatchewan, Souris, Lake Dauphin, Coteau, Battleford, Prince Albert, Qu'Appelle, Calgary, Lethbridge, Wetaskiwin, Edmonton, and Red Deer.

I found the offices in a satisfactory condition, and the records properly kept. The moneys handled by the agents were duly accounted for.

There were matters in connection with certain of the offices which it was necessary to lay before you, and these have duly received attention.

Two of the agents were only recently appointed, and I took pains to instruct them in their duties as well as possible during the time at my disposal.

I beg to submit a statement of the transactions of the different offices during the six months ended the 30th June, 1897.

It may not perhaps be out of place to make some reference to the condition of the West at the time of my visit.

Although the crops were but average in yield, nevertheless the freedom from frost during the season of harvest enabled the farmers to place an excellent sample of wheat on the market and to claim the benefit of the high prices which have ruled. As a consequence an excellent spirit prevails and there are signs of prosperity in the many substantial buildings which are being erected on farms in place of the temporary structures of past years.

In the grazing districts cattle are fetching prices which prove highly remunerative but which it may be said are amply justified by the condition of the stock. This is particularly noticeable in the Battleford district where the cattle are remarkable for their excellence, the result of the importation of thoroughbred stock. Settlers are beginning to realize that all parts of the country are not adapted to grain-growing and are taking advantage of the water and pasturage which they had previously overlooked. The purchase and export of cattle for the Eastern and British markets is a growing trade and is rapidly becoming an important factor in the commercial prosperity of the country.

The reduction of rates over the Canadian Pacific Railway to the Kootenay district has opened up for Alberta its natural market, and settlers are rapidly availing themselves of it. Hay, grain, cattle and dairy products are being exported and the disadvantages under which they so long laboured are in a great measure removed. The settlement of past years in the Edmonton district has justified the expectations of its supporters, and the numerous elevators along the line of the C. & E. Railway testify to

Department of the Interior.

the extent and productiveness of the grain fields, and stand out in contrast to the conditions of three years ago when wheat had to be imported for milling purposes.

The excitement resulting from the gold finds in the Klondike country has had the effect of directing attention to the deposits on the Peace, Macleod and Liard Rivers. Several large parties with sleighs and packhorses have set out from Edmonton carrying with them provisions sufficient to last for a couple of years or more, and there is little doubt but that their expectations of finding gold in paying quantities will be realized. The chief obstacles in the way are the distance to be travelled and the difficulty of transport which limit their operations to the extent of their provisions. The Territorial Government are now opening up a trail from Fort Assiniboine on the Athabasca River, to which there is already a good road, to the western extremity of Lesser Slave Lake, thereby making connection at that point with a trail to Fort Dunvegan on the Peace River. Many of these gold-seekers are from the United States and from their statements it may be inferred that several other large parties will follow them in the spring. The local merchants are already benefiting by the trade resulting from this influx of adventurers who, I may remark, have found with surprise that it was cheaper to buy supplies in Edmonton than to bring them in from the South.

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

F. FITZ-ROY DIXON,
Inspector.

STATEMENT of Work performed at the several Dominion Lands Agencies, during the six months ended the 30th June, 1897.

AGENCY.	Homestead Entries.	SALES.		ENTRIES CANCELLED.		Mining Locations Recorded.	Hay Permits Issued.	Applications for Homestead Patent Approved.	LETTERS.		Returns to Head Office.
		Pre-emptions.	General.	Homesteads	Pre-emptions.				Received.	Sent.	
Battleford	2			1	1		10	6	181	307	45
Calgary	38		2	12	5		180	30	1,462	929	360
Coteau	61			14	21		38	7	544	451	38
Edmonton	143		4	31	1	94	59	104	1,470	2,077	98
Kamloops	17	6*	15	8		1	9	22	704	727	55
Lake Dauphin	331		1	62	1	2	42	60	1,744	1,122	118
Lethbridge	30			12			11	34	654	519	42
Little Saskatchewan	69		2	36	15		70	69	1,347	1,107	41
New Westminster	10	8*	3	3		2		5	825	838	26
Prince Albert	27			14	4		41	31	754	548	68
Qu'Appelle	146	2	3	59	41		224	120	2,872	2,732	48
Red Deer	21		1	42	2		102	47	1,159	1,075	46
Souris	117	3	7	62	30		254	116	4,284	4,259	45
Swift Current	12		1				9	1	161	252	28
Touchwood	55			31	4		103	30	910	1,009	53
Wetaskiwin	55		2	56			15	64	684	793	48
Winnipeg	90	2	10	37	22	257	252	55	5,544	4,737	82
	1,224	21	51	480	147	356	1,419	801	26,219	23,482	1,241

* Homesteads.

Department of the Interior.

No. 4.

OFFICE OF THE INSPECTOR OF CROWN TIMBER AGENCIES,
WINNIPEG, 26th November, 1897.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—During the early part of the year, acting under instructions from the Honourable the Minister of the Interior, I made a tour of inspection of the Crown Timber Agencies at Prince Albert, Battleford, Edmonton, Calgary and New Westminster.

The object of these inspections was not so much to make a minute examination of the records and accounts, as to ascertain the system by which the general work was being conducted, and whether efficient means were being taken to regulate the cutting of timber upon the lands of the Crown, and to secure the revenue therefrom.

My reports of the condition of affairs at the several agencies having already been sent to you, it is unnecessary here to enter into further particulars. Arising out of the condition the business was found in, steps are being taken under your instructions to bring the service into a higher state of efficiency. The appointing of the Dominion Lands Agents, (nine in number), to the position of Crown Timber Agents for their respective land districts will, I am confident, materially strengthen this branch of the service and increase its usefulness. These agents heretofore have paid no attention to timber matters, their duties not requiring it.

In addition to the appointment of the Land Agents to do timber work, the Homestead Inspectors have been appointed Forest Rangers, with the same end in view. With this large accession to the timber staff, it is expected that good results will ensue. Carefully prepared instructions in all the details of their work have been sent to these new appointees, who are now in a position to enter fully upon their new duties.

Within the past month two men from the Mounted Police Force have been stationed in my district; one in Township 1, Range 6 West, and the other in Township 1, Range 8 East, on the International Boundary line, for the purpose of checking the operations of certain American settlers who remain persistent in crossing into Canadian territory and committing depredations on the timber lands of the Crown.

If I may be permitted, I should like to bear testimony in this report to the very satisfactory work in timber matters rendered by the Police Force whenever their services have been demanded.

Complaints having been made last winter that settlers from Minnesota were crossing over into Manitoba and cutting timber on the lands of the Crown in Ranges 6, 7, 8 and 9, East, it was found necessary to have a fresh demarcation of the International Boundary line where it crosses these townships, as the old line had become obliterated, owing to the growth of young timber, and it was difficult to know in some cases whether or not the cutting complained of was done on Canadian or American soil. The line has since been opened up on the Canadian side for a distance of thirteen miles, and tall posts planted wherever there was an absence of timber.

Work is about being commenced in cutting fire-guards through the timber on the two Forest Reserves established at Turtle and Moose Mountains. This work will be placed in competent hands and will be carried out, as arranged, under my instructions.

The above suggests the necessity of a comprehensive consideration of the whole question of timber supply and forest preservation in this country, in all its bearings. There are few questions of greater importance to the agricultural interests of any country than the preservation of a due proportion of its area in forests; a fact now so well established by scientific observations that anything that I could add to the information

already published on this subject, would not perhaps be of any great value. I would merely say, however, that the experiments already made in this country fully bear out the truth of the general conclusions arrived at by observers elsewhere.

It will be gratifying news to the people of this western country to know that the Department fully recognizes the necessity of taking early action on this important matter, and has appointed a Commissioner to go thoroughly into the whole subject of forest management ; to inquire to what extent and in what manner the present forests should be protected ; the most suitable areas for permanent forest reserves and their probable influence on climate and water supply ; to ascertain whether in any parts of the country, where lands appear to be unfitted for agriculture, they might not profitably be planted with trees ; to gather information as to the best means of preventing the spread of prairie fires ; and to collect such information generally as would assist the Government in arriving at conclusions upon which the future timber policy of the Department should be based.

During the month of March last, acting as Commissioner under the authority of an Order in Council approved in the previous month, I visited the Rocky Mountains Park at Banff and conducted an inquiry there into its past administration by the officers of the Department. My report thereon with the evidence taken was duly sent to the Minister.

In the month of August, acting in a similar capacity for the Government, I conducted investigations at Rat Portage and Selkirk, on behalf of the Department of Marine and Fisheries, in connection with certain complaints of irregularities, and of the manner in which the navigation laws were being observed. My report thereon was sent to the Minister of that Department.

At the request of the Minister of the Interior, I visited Ottawa in the month of September, and spent two weeks there, in connection with the business of the Timber and Mines Branch of the Department, the nature of which is known to you,

I have the honour to be, Sir,

Your obedient servant,

E. F. STEPHENSON,

Inspector of Crown Timber Agencies.

Department of the Interior.

No. 5.

TIMBER, MINERALS, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 22nd November, 1897.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior.

SIR,—I have the honour to submit the seventeenth annual report of the Timber and Mines Branch of the Department of the Interior.

The annexed statements, lettered "A" and "B," show that the revenue derived from timber, grazing, hay and mineral lands from 1st of July, 1896, to the 1st of July, 1897, exclusive of sales of mineral lands, amounted to \$88,309.50. The revenue for the previous fiscal year was \$84,364.54. The above amount includes the dues received for timber and hay cut on school lands, and rent of those lands for grazing purposes.

Reports received from the Crown Timber Agents at Winnipeg, Calgary, Edmonton and Prince Albert, showing the revenue collected by them and other information, are appended hereto.

For the sake of reference and comparison, statement lettered "C," showing by fiscal years the revenue received from timber, mineral, grazing and hay lands from the year 1872 up to the 1st of July, 1897, not including sales of mineral lands, has been prepared and will be found at the end of this report.

The statement referred to in the preceding paragraph does not include the revenue from school lands, but statement lettered "B," appended hereto, shows the revenue from this source for the fiscal year 1896-97, and the statement lettered "D" shows the total revenue up to the 30th June, 1897.

The total revenue of the Winnipeg Agency for the fiscal year 1896-97, was \$34,972.48, being an increase of \$4,996.24, as compared with the revenue of the previous fiscal year.

The prices of lumber within the Winnipeg Agency was from \$12 and \$15.50 per thousand feet B.M. There are 29 mills in operation within the agency cutting timber under Government license.

The revenue received from the British Columbia Agency during the fiscal year 1896-97 was \$23,012.52, being an increase of \$4,493.42 as compared with the previous year.

Timber sold at the rate of \$7 to \$8 per thousand feet B.M.

There are 16 mills within this agency operating under license from the Dominion Government.

The total amount of dues collected within the Calgary Agency during the fiscal year 1896-97 amounted to \$4,578.08, being a decrease of \$704.07 as compared with the previous year.

The price of lumber at Calgary was from \$8 to \$16 and at McLeod \$7 to \$16.

Seven sawmills were operating within the agency last year under Government licence.

The total amount of dues collected within the Edmonton Agency during the fiscal year amounted to \$1,836.68, being a decrease \$1,381.43 as compared with last year.

The price of lumber during the year was \$10 to \$12 per thousand feet B.M.

There are three sawmills in operation within this agency.

The total amount of dues collected within the Prince Albert Agency during the year amounted to \$5,119.91, being a decrease of \$989.83 as compared with the previous year.

Lumber sold at Prince Albert from \$15 to \$17.50 per thousand feet B.M. There are two sawmills in this agency cutting timber under licence.

Sawmill returns received at this Department give the following quantities of building material as having been manufactured and sold during the year within the five agencies :

	Manufactured.	Sold.
Sawn lumber	34,376,599 feet.	33,200,272 feet.
Shingles	2,034,616	2,346,428
Laths.....	135,150	133,450

One hundred and twenty-nine licenses to cut timber over a total area of 2,299.24 square miles were prepared. The areas licensed in the province of Manitoba, the three provisional territorial districts and on Dominion lands in the province of British Columbia are as follows :

	Square miles.
Manitoba	592.91
Alberta	1,035.10
Assiniboia	57.49
Saskatchewan	242.54
British Columbia.....	371.20

The number of applications received during the year to cut timber was 123, and the number acquired by public competition 43.

Within the past year fifty-one berths were cancelled or relinquished by the owners thereof.

The number of berths still in force under licence and permit in the province of Manitoba and the Territories is 283, and on Dominion lands in the province of British Columbia, 149.

Department of the Interior.

The following statements show the timber limits either licensed or authorized to be licensed within the several Crown timber agencies :—

WINNIPEG AGENCY.

Limit.	License.	Name.	Locality.	Area. Sq. Miles.
1	Lease 10	D. E. Sprague	Roseau and Pine Rivers	5.20
2	do	do	do do	4.30
40 or L 6	6	R. W. Gibson	Bird-Tail Creek	13
14	90	A. Ferguson	Shell River	50
15a	91	do	do	11.25
15	91	do	do	38.75
16	21	D. Ross	Near Whitemouth River	120
23	92	A. Ferguson	Shell River	50
25a	233	do	do	25
25	233	do	do	25
26a	122	H. B. Mitchell	do	5.17
26b	122	do	do	3
26c	Not issued.	do	Lake Winnipeg	10
26d	do	do	Near Sand River	9.63
26	122	do	Shell River	4
27a	140	H. B. Webb	do	11.50
27b	140	do	do	3.75
27	140	do	do	5.06
28a	140	do	do	1
28	140	do	do	25.75
48	112	H. B. Mitchell	Little Boggy Creek	33.50
92	Not issued.	M. K. Dickinson	Little Swan River	50
356	do	V. B. Wadsworth	Red Deer River	50
544	113	Wm. Robinson	Bad Throat River	5.60
546	Not issued.	Imperial Bank of Canada	do	49.14
547	97	J. A. Christie	Tp. 33, R. 3, W 2nd M.	42.25
551 D	173	Chas. Geikie	Tp. 23, R. 19 W 1st M.	18
554	124	D. E. Sprague	Two Islands in Whitemouth Lake	2
567 Nc. 1	196	P. McArthur	Fairford River	2.69
567 do 3	196	do	do	8
567 do 4	196	do	do	13.40
567 do 5	196	do	do	17.10
567 do 6	196	do	do	17.82
568	Not issued.	T. T. W. Bready	Tp. 18, R. 7, E. P. M.	16.88
571	do	Jas. Shaw	Tps. 25-26 R. 25, W. P. M.	40
575	220	John Watson	Tps. 22-23, R. 20 W. P. M.	18
578	Not issued.	D. H. Harrison	Tp. 23, R. 18, W.P.M.	14
580	do	H. B. Mitchell	Black Bear Island	3
Part 581	179	H. Roberts	Tp. 19, R. 19, W.P.M.	2
do 581	178	J. A. Christie	do do	16
585	152	Geo. Kerr	Tp. 8 R. 7, Tp. 17, R. 17, Tp. 18, R. 16, W.P.M.	0.75
587	Not issued.	David Ross	Whitemouth River	16
592	174	Geo. W. Erb	Tp. 18, R. 3, E.P.M.	4.50
603	201	Thomas & Co	do	2
609	Not issued.	McRae, Rochester & Charette	Part on shore of Long Lake	50
613	207	I. & H. McCorquodale	Tps. 2, R. 20-21, W.P.M.	2
615	217	F. A. Fairchild	Tps. 18-19, R. 19, Tp. 19, R. 20, W.P.M.	7.93
618	Not issued.	J. A. Christie	Tps. 21-22, R. 21, W.P.M.	6
619	216	Freiser, Reimer & Co	Tp. 4, R. 9, E.P.M.	12.46
621	Not issued.	Wm. Robinson	Bad Throat River	16.51
624, No. 1	237	D. E. Sprague	Between Lake of the Woods and Whitemouth Lake.	5
624 do 2	237	do	do	22.75
624 do 3	237	do	do	1.60
624 do 4	237	do	do	3
624 do 5	237	do	do	3
625	212	Frank L. Engman	Tp. 18, R. 17, W.P.M.	1.50
632	Not issued.	C. Jones	Lake Winnipeg	4
662	do	J. A. Christie	Tp. 21, R. 21, W.P.M.	2
670	do	do	do	1
672	do	Isaac Riley	Near Humbug Lake	3
676	do	Frank L. Engman	Tp. 19, R. 18, W.P.M.	4
702	do	H. B. Mitchell	Lake Winnipeg	2
703	do	Isaac Riley	do	3

WINNIPEG AGENCY—*Concluded.*

Limit.	License.	Name.	Locality.	Area.
				Sq. Miles.
704	243	W. J. Manning	Tp. 19, R. 1, E	9
705	242	John D. McArthur	Tp. 21, R. 27, W.P.M.	1
712	Not issued.	J. A. Christie	Tp. 34, R. 3, W. 2nd M.	2
713	do	do	Tps. 34, R. 2-3, W. 2nd M.	7
716	do	Wm. Robinson	Black River	11½
721	244	Finnsen, Eyeoltson & Co.	Tp. 23, R. 3, E.P.M.	50
722	245	do do	do	3-25
726	Not issued.	J. A. Christie	Tp. 33, R. 1, Tp. 34, R. 2, W. 2nd M.	7
728	do	P. McArthur	Tps. 29, R. 8-9, W.P.M.	21
733	do	Mackenzie, Mann & Co.	Shoal River	7-30
734	do	do	Swan Lake	10
735	do	do	do	9
736	do	do	do	10
737	do	do	do	8-80
741	do	The Fairchild Co.	Tp. 19, R. 20, W.P.M.	2
742	do	J. D. McArthur	Tp. 30, R. 30, W.P.M.	6
744	do	P. McArthur	Tps. 29, R. 12-13, W.P.M.	10
745	do	Wm. Robinson	Bad Throat River	8
747	do	Drake & Co.	Little Moose Island	8
751	do	J. A. Christie	Tp. 30, R. 30, W.P.M.	6
752	do	do	Tp. 20, R. 22, W.P.M.	6
754	do	S. T. Thomas	Tp. 18, R. 3, E.P.M.	1
756	do	Wm. Robinson	On W. side L. Winnipeg	10
759	do	H. B. Mitchell	Lake Winnipeg.	50
		Total		1,242-47½

PRINCE ALBERT AGENCY.

9 Block 1	Lease 15	Geo. Burn	Red River	6-00
9 do 2	do	do	do	6-04
9 do 3	do	do	do	1-87
66 or "A"	33	do	Near Junction Rabbit Creek	47-83
245	49	do	Little Red River	50-00
320	80	do	Fox and Upper Rabbit Creek	50-00
474	79	do	Sandy Lake	50-00
563	Not issued.	Pas Band of Indians	West end Salt Channel	0-39
564	do	D. Shannon	Little Red River	0-25
595	do	Moore & Macdowall	N. Saskatchewan River	2-00
598	192	Jas. Sanderson	Tp. 52, R. 1, W. 3rd M.	6-00
616	225	Geo. Burn	Stony Lake	35-00
616 A	225	do	do	3-59
633	230	Jas. Sanderson	Tps. 51-52, R. 1, W. 3rd M.	4-12
691	Lease 15	Geo. Burn	District of Saskatchewan	10-19
698	Not issued.	do	Tp. 23, R. 4, W. 3rd M.	5-00
708	do	S. McLeod	Stony Creek	6-00
710	do	do	Near Sandy Lake	49-00
720	do	J. G. Oliver	Tp. 50, R. 13, W. 3rd M.	6-00
729	do	Jas. Sanderson	Tps 52, Rgs. 1 and 2, W. 3rd M.	9-00
		Total		348-28

Department of the Interior.

EDMONTON AGENCY.

Limit.	License.	Name.	Locality.	Area.
				Sq. miles.
9 Block 5	Lease 15	Geo. Burn.....	Red River.....	8 55
9 do 6	do	do	do	17 50
302	83	do	N. Saskatchewan River.....	3 75
496	87	do	do	50 00
627	231	Fraser & Co.....	Tps. 49-50, R. 5, W. 5th M.	8 24
631	229	D. Wm. McKenzie.....	Tp. 42, R. 25, W. 4th M.	0 25
653	223	Walter & Humberstone.....	Tps. 51, Rgs. 26 and 25, W. 4th M.	4 25
645	Not issued.	Wm. Short.....	Tps. 51 and 52, R. 27, & Tp. 51 R. 28, W. 4th M.	6 00
646	do	D. R. Fraser.....	Tp. 50, R. 4, W. 4th M.	5 00
674	do	P. Ottewell & Co.....	District of Alberta.....	9 00
679	do	J. A. O'Neil Hayes.....	Tp. 48, R. 23, W. 4th M.	2 00
727	do	John Hall.....	Tp. 57, R. 24, W. 4th M.	0 50
		Total.....		115 04

CALGARY AGENCY.

34	30	Jas. Walker.....	Bow River.....	42 29
36 No. 1	99	Peter McLaren.....	S. Fork of Old Man River.....	3 00
36 No. 2	99	do	do do	5 25
36 No. 3	99	do	do do	5 48
36 No. 4	99	do	do do	3 75
36 No. 5	99	do	do do	10 00
36 No. 6	99	do	do do	2 80
36 No. 7	99	do	do do	7 40
36 No. 8	99	do	do do	1 20
36 No. 9	99	do	do do	1 44
36 No. 10	99	do	do do	5 67
36 No. 11	99	do	do do	3 90
36a No. 1	117	do	Middle Fork of Old Man River...	28 13
36a No. 2	117	do	do do	8 25
6a No. 3	117	do	do do	8 75
36a No. 4	117	do	do do	2 73
6a No. 5	117	do	do do	2 25
80	45	North-west Coal and Navigation Co.....	Near South Fork Old Man River.....	50 00
105	39	Alberta Lumber Co.....	Red Deer River.....	47 00
106	36	do	do	47 75
179	86	Peter McLaren.....	Middle Fork of Old Man River...	50 00
185	37	Alberta Lumber Co.....	Red Deer River.....	48 75
186	38	do	do	47 70
*199	46	do	S. S. Clearwater Lake.....	51 24
*200	46	do	do do	50 21
*203	46	do	do do	50 40
*204	46	do	do do	49 91
*242	46	do	do do	50 04
252	115	Peter McLaren.....	Red Deer River.....	17 70
253	114	do	do	11 76
292	183	Chas Beck.....	North Fork High River.....	47 08
318E	88	Eau Claire and Bow River Lumber Co.	Bow River.....	16 50
318F	88	do	do	16 00
318H	88	do	do	6 00
318I	88	do	do	4 00
318J	88	do	do	5 63
380	93	The Earl of Norbury and T. B. H. Cochrane.....	West of 5th M. Tps. 27, 28, 29, R. 5, Tps. 27, 28 R. 6.	5 00
417k	88	Eau Claire and Bow River Lumber Co.	Bow River.....	7 50
*425	50	Alberta Lumber Co.....	S. S. Clearwater Lake.....	35 25
455	Not issued.	P. McLaren.....	Red Deer River.....	48 93
468	111	Jas Quinn.....	Little Red River.....	50 00
552	Not issued.	La Corporation Episcopale Catholique Romaine de St. Albert and Mgr. Goupart.	Cascade River.....	5 00

*Limit formerly situated within the Edmonton agency.

CALGARY AGENCY—Concluded.

Limit.	License.	Name.	Locality.	Area.
				Sq. miles.
559	128	D. Morrison	Near S. F. of Sheep River.	3.41
569	170	J. Lineham	S. Fork Sheep River.	21.33
573	Not issued.	Dept. of Indian Affairs	Tp. 9, R. 3, W. 4th M.	11.35
579	213	Wm. D. Lineham	North Fork High River.	33.33
582	Not issued.	Dept. of Indian Affairs	Belly River.	6.50
583	143	R. G. Belvidere	T. 1, Rgs. 27, 28 W. 4th M.	4.00
593	Not issued.	M. S. Cross.	Vicinity of Fincher Creek.	7.00
594	190	John Lineham	S. Fork Sheep River.	6.13
606	Not issued.	A. W. Cottingham	N. Fork Old Man River.	3.00
755	Not issued.	Chas. Billings.	Tp. 24, R. 5, W. 5th M.	1.00
		Total area		1,051.69

NEW WESTMINSTER AGENCY.

Aa, Ab	119	Yorkshire Guarantee & Securities Corporation (Lt.)	South of Cheam Indian Reserve.	680 acres
B	102	British Columbia Mill, Timber & Trading Co	Tp. 7, Lot 362, G. 1, New West	3,480 do
H	108	do	Tp. 2, Lot 33, Bk. 5, R. 2, W. 6th M.	960 do
K	107	Grant & Kerr	Tp. 2, Dist. New West.	360 do
L	109	British Columbia Mill, Timber & Trading Co.	Tp. 7, New West.	640 do
M	159	H. West	Stave River.	541 do
O	184	British Columbia Mill, Timber & Trading Co.	Tp. 39 North, Dist. New West.	960 do
Q	141	Grant & Kerr	Tp. 1, Dist. New West.	640 do
R	120	The British Columbia Timber & Electric Co	Tps. 2, Rgs. 1 & 2, Dist. New West	2,720 do
W	138	Dobbie, Davidson & Strathy	Tps. 4, 2, 12, Dist. New West.	10,704 do
X	197	Thos. L. Briggs	Tp. 15, East of Coast M.	4,800 do
Y No. 1	182	Mossom Boyd Co.	Upper and Lower Lillooet Lakes.	3.20 sq. m
Y No. 2	182	do	do	2.50 do
Z No. 1	154	Davidson, Henderson & Strathy	Tp. 15, East of Coast M.	7.22 do
Z No. 2	154	do	do	5.75 do
3	103	W. C. Wells	Kicking Horse River	2.00 do
5	134	J. B. & T. S. Rielly	Kicking Horse River and Beaver Creek.	10.00 do
14	204	Columbia River Lumber Co.	Columbia River	49.23 do
15	204	do	do	42.30 do
16	200	Jas. W. Bryson	do	15.55 do
17	241	Hon. Geo. Bryson	do	16.50 do
18	Not issued.	John Dill	do	50.00 do
19	do	Columbia River Lumber Co.	do	25.00 do
20	142	T. & J. Long	Blue Water River.	34.55 do
26	Not issued.	D. Ward	Columbia River.	50.00 do
27	130	Columbia River Lumber Co.	do	1.00 do
29	202	W. C. Wells	Tp. 25, R. 19, W. 5th M.	13.16 do
30	130	Columbia River Lumber Co.	Columbia River.	4.40 do
32	Not issued.	Geo. Goodwin	Illecillewaet River.	640 acres
33 No. 1	146	Brunette Saw Mill Co.	Stave River and Stave Lake	1,024 do
33 No. 2	146	do	do	2,803.20 do
33 No. 3	146	do	do	342 do
33 No. 4	146	do	do	155 do
36	123	Thos. W. Patterson	Tp. 39, G. 1, Dist. New West.	1,371.20 do
38	169	Wm. Caldwell	Coquitlam and Gold Creek.	14.50 sq. m
40 No. 1	Not issued.	Columbia River Lumber Co.	Stony Creek	6.25 do
40 No. 2	do	do	do	4.00 do
42	177	do	Columbia River.	8.50 do
43	162	E. A. Willmott & Co.	Tps. 4 and 5, R. 28, W. 6th M.	1,685 acres
44 No. 1	167	Brunette Saw Mill Co.	Bks. 12, 3, 4, Province British C.	396.70 do
44 No. 2	167	do	do	650 do
44 No. 3	167	do	do	500 do
44 No. 4	167	do	do	659.81 do
44 No. 5	221	do	Lillooet River.	160 do
45	Not issued.	Shuswap Milling Co.	Spallumcheen River.	24.50 sq. m
47	205	Columbia River Lumber Co.	Blackwater Creek.	22.66 do

Department of the Interior.

NEW WESTMINSTER AGENCY—Continued.

Limit.	License.	Name.	Locality.	Area.
48 No. 1	Not issued.	Confederation Life Association.	Near James Lake	3,520 acres
48 No. 2	do	do	do	
48 No. 3	do	do	do	
49	133	Stein & Robinson	Tp. 23, R. 2, W. 6th M.	560 do
50 c	155	McLaren & Ross	Chilliwack River	10,50 sq. m
51	Not issued.	Grant & Kerr	Tp. 2, G. 2, N. West. Dist.	640 acres
52	157	E. A. Wyld	Tp. 39, New West. Dist.	876'30 do
55	Not issued.	Ross & McLaren	Tps. 19, 22, 25, East Coast M.	15,900 do
57	150	Huntingdon Lumber Co.	Tp. 16, Dist. N. West.	1,920 do
58	137	Thos. W. Patterson	Tp. 39, Dist. N. West.	480 do
61	153	Yorkshire Guarantee & Securities Corporation (Ltd.)	Tps. 2 and 3, R. 29, W. 6th M.	130'33 do
63 No. 1	194	Jos. Martin & Sons	Harrison Lake	960'64 do
64	189	Shuswap Milling Co.	Illecillewaet River	947'20 do
65	Not issued.	Columbia River Lumber Co.	Wait-a-bit Creek	27 sq. m
66	180	do	Sec. 24, Tp. 20, R. 10, W. 6th M.	542 acres
67	Not issued.	Chas. H. Carriere	Hospital Creek	960 do
68	195	Brunette Saw Mill Co.	Tp. 6, R. 7, W. 7th M.	2,670 do
69	149	E. A. Wyld	Tp. 39, W. Coast M.	354 do
70	Not issued.	Columbia River Lumber Co.	Columbia River	50 sq. m
71	163	Genelle Bros.	Tps. 22, Rgs. 10, 11, W. 6th M.	2,560 acres
72	186	do	Salmon Arm of Shuswap Lake	4'79 sq. m
73	Not issued.	Columbia River Lumber Co.	Columbia River	18 do
74	do	do	do	27 do
77	148	T. J. Hammill	Tp. 39, Dist. New West.	384 acres
78	165	Genelle Bros.	Tp. 21, R. 10, W. 6th M.	2,118 do
79	198	T. L. Briggs	Tps. 3, 4, Rgs. 3, 4, W. 7th M.	2,240 do
80	172	T. J. Hammill	Tp. 4, R. 4, W. 6th M.	149 do
81	Not issued.	Huntingdon Lumber Co.	Tp. 16, New West.	960 do
83A	do	McLaren Ross Lumber Co.	Railway Belt B. C.	362 do
83B	do	do	do	680 do
85	do	S. Barber	Columbia River	79 sq. m
86	do	Royal City Planing Mill Co.	New West District	420 acres
87	do	do	Tps. 2 & 38, R. 1, W.	640 do
88	185	Genelle Bros	Columbia River	4'22 sq. m
89	Not issued.	S. Barber	do	3 do
90	156	Brunette Saw Mill Co.	N. R. 1, New West. Dist. Lots 14, 15, 22, 23, 24, 25, 26, 27, Blk. 5	2 do
91	191	Martin Bros	Tributary Harrison L.	1 do
94	210	Thos. W. Patterson	Tp. 39, W. Coast M.	480 acres
96	188	Brunette Saw Mill Co.	Stave River	640 do
98	Not issued.	Royal City Planing Mill Co.	Near Stave Lake	400 do
99	do	do	Tp. 41, New West. Dist.	1'25 sq. m
101	198	T. L. Briggs	Tps. 3, 4, W. 7th M.	160 acres
103	189	H. West	Stave River	163 do
105	Not issued.	Columbia River Lumber Co.	Columbia River	6 sq. m
106	do	H. R. Stephen	Stave River	3,450 acres
108	do	Geo. A. Keffer	Near source Shuswap River	64'75 sq. m
110	do	Thos. W. Patterson	Tp. 39, Dist. New West.	384 acres
111	211	do	do	640 do
112	Not issued.	Fred. Robinson	Columbia River	3 sq. m
113	do	Fred Robinson	Columbia River	3 do
114	do	Genelle Bros.	do	9 do
116	do	Fred. Robinson	Beaver River	4 do
117	do	do	do	4 do
118	do	do	Columbia River	9 do
119	219	Jos. Genelle	Salmon Arm of Shuswap Lake	393 acres
123	Not issued.	Fred. Robinson	Tp. 23, R. 2, W. 6th M.	240 do
125	do	Brunette Saw Mill Co.	Near Burrard Inlet	530 do
127	do	Genelle Bros	Columbia River	1,920 do
128	do	do	do	640 do
129	do	Peter Genelle & Co.	Tp. 22, R. 10, W. 6th M.	2,120 do
130	224	E. B. Knight	Four Small Islands in Fraser River	1,500 do
134	239	Peter Genelle & Co.	Tp. 22, R. 10, W. 6th M.	176 do
136	246	Geo. Finney	Adjacent to Bonaparte Indian Reserve	873'60 do
138	Not issued.	J. W. McRae	Tp. 18, E. of Coast M.	985 do
139	do	Jos. Genelle	Tps. 22 & 23, R. 11 & Tp. 23, R. 10, W. 6th M.	1,120 do
140	do	do	Tp. 24, R. 8, W. 6th M	960 do

NEW WESTMINSTER AGENCY—*Concluded.*

Limit	License.	Name.	Locality.	Area.
141	Not issued.	Jos. Genelle.....	Tps. 21 & 22, R. 8, W. 6th M.....	960 acres
144	do	Arthur Tretheway.....	Harrison Lake.....	216 do
145	do	Jas. Tretheway.....	do.....	216 do
147	do	Brunette Saw Mill Co.....	Pitt Lake.....	160 do
148	do	Canadian Co-operative Society.....	Stave Lake.....	960 do
150	do	J. R. Wren.....	do.....	320 do
152	do	Jas. A. Magee.....	Fish River & Coyd Creek.....	1920'00 do
153	do	do.....	do.....	320 do
154	do	do.....	do.....	320 do
155	do	do.....	do.....	640 do
158	do	Albert McLaren.....	Chilluweyuk River.....	440 do
159	do	do.....	do.....	600 do
160	do	do.....	do.....	720 do
161	do	do.....	do.....	560 do
162	do	do.....	do.....	440 do
163	do	do.....	do.....	320 do
164	247	Geo. Finney.....	Tp. 21, R. 26, W. 6th M.....	80 do
			Total area.....	907'01 sq. m

MINING LANDS OTHER THAN COAL.

Returns from the Dominion Lands Agents show that during the past year 325 entries were made for mining locations other than coal, in Manitoba and the North-West Territories. This number, however, does not include the entries granted for placer claims along the Yukon River and its tributaries. I am unable to report the number of entries granted for locations in the Yukon district during the fiscal year 1896-97, but from statements received from the agents of this Department it appears that up to the 14th of July of this year, 819 placer claims, 33 quartz claims and 2 hill claims were recorded, and that the fees collected amounted to \$13,287.00. This money has been placed to the credit of the Receiver General.

The number of entries granted far exceeds that of any previous year. Of the 325 entries above referred to 96 were for locations situated at Hawk Lake and vicinity near the boundary line between Ontario and Manitoba; 104 for locations on the shores of Lake Winnipeg and its tributaries; 22 locations on the Winnipeg River, and streams flowing into it; and the remainder for locations situated along the North Saskatchewan River, and in the vicinity of Calgary.

587.07 acres were sold during the year. The sum of \$1,932 was received in payment of fees for entry and for the registration of assignments. This amount does not include the sum already reported as having been received from the Yukon District. The total area of mining locations sold up to the 1st of July, 1897, was 3,037.18 acres, which realized \$15,827.35.

All minerals with the exception of coal and stone on Dominion Lands within the railway belt in the province of British Columbia are administered by the provincial Government under the mining laws of that province. This is in accordance with an arrangement between the Government of Canada and the provincial Government of British Columbia, and ratified by Orders of His Excellency the Governor General in Council dated the 11th and 28th of February, 1890. This agreement may be terminated at any time by either Government. Under this agreement 1,493 acres have been transferred to the provincial Government, and the total amount received therefor was \$7,465.20.

Under authority of an Order in Council dated 25th of August, 1891, petroleum lands were withdrawn from the operation of the mining regulations. The area of a location containing mica was increased from about 20 acres to 160 acres under the authority of an Order in Council dated the 14th of February, 1896.

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As it was found that the mining regulations of the 9th of November, 1889, in relation to placer mining did not operate satisfactorily in the disposal of placer mining locations along the North Saskatchewan River, new regulations were adopted under the authority of an Order in Council of the 17th of April, 1897. For the same reason regulations governing the granting of entries for placer claims along the Yukon River and its tributaries were promulgated under the authority of an Order in Council dated the 21st of May, 1897. These regulations have been amended several times; the last amendment being made on the 16th of August, 1897.

Under the authority of an Order in Council of the 21st of July, 1897, as amended by an order of the 29th of the same month regulations were issued for the issue of leases to dredge for minerals other than coal in the submerged beds of rivers in Manitoba and the North-West Territories, excepting the Yukon River and its tributaries. A number of applications have been received for leases.

COAL MINING LANDS.

The number of applications received during the year was 76, and 45 of the locations applied for were reserved for the applicants to prospect for coal thereon. The revenue for the year derived from the sale of coal lands was \$75.76. The total area of coal lands sold up to the 1st of July, 1897, was 15,211.41 acres, and the total amount received therefor was \$156,431.79.

The regulations for the disposal of Dominion Lands containing coal issued under the authority of an Order in Council of the 17th of September, 1889, as amended by an order dated the 9th of July, 1892, provide that locations of an area not exceeding 320 acres may be reserved for an applicant for a period of sixty days to prospect for coal thereon, provided an expenditure is made of \$2.00 per day, and a location of the same or a less area may be sold at the rate of \$10.00 per acre, cash, unless the coal is anthracite, in which case the price is \$20.00 per acre, cash.

In order that settlers and others who were living some distance from coal mines which were being worked by persons who purchased the same, either from the Crown or from some other source, might obtain their coal supply, the Governor in Council on the 11th of November, 1895, authorized the issue of permits to mine coal for domestic purposes upon payment of a royalty of twenty cents per ton for anthracite coal, fifteen cents per ton for bituminous coal, and ten cents per ton for lignite coal.

Regulations for the issue of the permits were issued under the authority of an Order in Council dated the 9th February, 1897.

The regulations provide that the location shall be marked on the ground; that the frontage thereof shall not exceed three chains, and the length thereof shall not exceed ten chains, nor shall it be less than five chains except where the ground is covered by a prior location; that the applicant shall within thirty days after marking the location file his application with the Agent, who shall issue a permit upon receipt of an annual rental of five dollars for any area less than one acre, and for an area of one acre or over at the rate of five dollars an acre; and that returns shall be made monthly to the agent and the royalty paid upon the quantity of coal mined. So far only 6 permits have been issued.

IRRIGATION.

During the year 82 applications for authority to divert water for irrigation and other purposes were received at the Department, and 87 of the applicants received permission to construct works in accordance with the provisions of the North-West Irrigation Act. Sixty-five persons who received authority during this and previous years have completed their works, and licenses will shortly be issued in their favour.

The North-West Irrigation Act, under which the applications referred to in the preceding paragraph were made, was assented to by Parliament on the 23rd of July, 1894, and amended on the 22nd of July, 1895. The provisions of the Act and the regulations made thereunder may be briefly outlined as follows: An applicant for per-

mission to construct works to divert a quantity of water exceeding ten cubic feet per second, shall file with the Minister of the Interior and the Agent of Dominion Lands, a memorial setting forth the particulars with respect to the application, and a plan of the proposed works. He shall also give notice of such filing in the *Canada Gazette*, and not less than once a week for a period of not less than thirty days, nor more than ninety days, as the Minister determines, in some newspaper published in the neighbourhood of the proposed works. So soon as these conditions have been complied with, the Governor in Council authorizes the construction of the works within a certain period, and notice of such authorization appears in the *Canada Gazette* and in a local newspaper.

So soon as the works are constructed they are examined by an official of the Department of the Interior, and upon receipt of a certificate from him that they have been built in accordance with the plans and specifications submitted by the applicant, a license is issued in his favour upon payment of a fee of \$10.00. It is, however, necessary that the applicant shall furnish proof that he is the owner of the land to be irrigated, or that he has arranged with the owners thereof to furnish them with water before a license is issued in his favour.

The applicant for a less quantity of water than ten cubic feet per second is not required to file such full information in relation to his application, as the Act prescribes in the case of an applicant who desires a larger quantity of water, or to give notice in the *Canada Gazette* of his application, but it is necessary for him to give notice thereof in some newspaper published in the neighbourhood of the proposed works, not less than once a week for a period not exceeding thirty days. After this period has expired the Minister of the Interior authorizes the construction of the works within a certain time. A license is issued to the applicant so soon as the works have been constructed and approved by an officer of the Department of the Interior, and upon payment of a fee of \$10.00.

GRAZING LANDS.

The total number of leases of Dominion Lands, other than school lands, in force on the 1st of July, 1897, was 375, covering an area of 248,219.89 acres.

The following schedule shows the names of the lessees, the number of their ranches, and the area covered by each lease :—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
141	P. McLaren.	7,500 00	377	John Cheeseman.	320 00
244	A. McLeod.	960 00	378	J. R. Craig.	2,560 00
329	Lachlan Collie.	306 50	380	R. G. Robinson.	800 00
331	F. Murray-Honey and Lewis Parsons.	5,280 00	392	Joseph Dugan.	347 75
333	R. G. Robinson.	1,120 00	393	W. H. Moodie.	56 00
334	Wm. Collie.	160 00	395	John Cooil.	480 00
341	G. J. Gagen and W. A. H. a Court.	5,600 00	398	John Harvey.	597 50
344	A. T. Wallace.	1,920 00	400	Ronald Greig.	2,560 00
347	Jeremiah M. J. Mulvihill.	259 00	401	J. P. Tully.	532 00
348	Leeson & Scott.	1,920 00	402	Chas. E. Stevens.	160 00
349	John G. Collins.	1,280 00	403	Mrs. H. Surrey.	640 00
350	L. G. McDonald.	320 00	405	G. W. Quick.	1,200 00
354	Sibbald & Alford.	640 00	406	Jas. Nicholson.	2,560 00
356	Wm. Grahame.	477 00	408	J. S. Rose.	2,560 00
357	F. W. Peacock.	129 65	410	Jas. Hastie.	640 00
365	Neil Hanson.	640 00	413	H. A. Greeley.	2,000 00
368	Thos. Johnson.	1,920 00	414	A. T. Wallace.	640 00
369	J. & W. Potts.	741 00	415	S. T. Fawcett.	800 00
373	John Cooil.	1,280 00	416	David Bertram.	1,124 00
374	L. C. Brown.	640 00	419	A. T. Wallace.	1,260 00
			424	John Cumberland.	960 00
			426	Fred. W. Fisher.	289 00

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LESSEES of Grazing Lands—Continued.

Rancho No.	Name.	Area in Acres.	Rancho No.	Name.	Area in Acres.
427	H. A. Sibbald	320 00	542	Hamilton Moorehead	640 00
430	D. W. Newbury	640 00	543	D. McIntosh	288 00
431	Couture & Bourré	1,920 00	544	Johann Broeske	160 00
432	Henry Hamilton	2,240 00	545	Rev. Leo Gaetz	320 00
433	Ed. Heffer	640 00	546	C. Duck	166 00
436	Arthur Trent	1,280 00	547	R. E. Boner	640 00
437	Solyme Lajoie	320 00	549	B. Prince	640 00
438	J. R. Davis	2,576 00	551	J. S. White	160 00
439	Wm. R. Abbott	1,440 00	552	Chas. I. Morgan Jones	720 00
443	McKay & Balding	2,560 00	553	Champagne Bros.	480 00
444	Wm. Strothers	640 00	554	Hugh Muuro	640 00
446	H. H. Fauquier	320 00	555	T. J. Armstrong	320 00
448	Walter B. Elliott	640 00	556	Sigurjon Johnson	160 00
451	Thos. Monkman	445 00	557	W. S. Bilton	640 00
452	Lethbridge Sheep Rancho Co.	2,560 00	558	W. T. Warner	730 00
454	Chas. W. May	160 00	559	Louis N. Blache	640 00
4-6	Heon & Duhaime	1,724 77	561	John Stewart	640 00
457	Max de Quereize	2,082 00	562	J. G. Farr	320 00
458	Rev. John McDougall	2,952 00	563	Johann Krause	320 00
459	Henri de Soras	1,742 00	566	Thos. Minnaugh	1,063 00
460	Samuel Fletcher	1,286 00	567	Edward Hagell	640 00
461	H. Prince & A. Belliveau	960 00	568	D. H. Cox	610 00
463	Wm. Collie	128 00	569	G. J. Radinzel	160 00
465	J. G. Collins	1,280 00	570	D. A. Best	325 00
467	George Lane	2,240 00	571	R. J. Christie	160 00
468	J. W. & F. W. Ings	720 00	573	Johann Doerksen	320 00
470	E. D. Mackay	1,280 00	574	J. D. McLeod	297 00
471	Hugh McAlpine	3,032 00	575	D. Matheson	640 00
472	R. G. Robinson	3,840 00	576	Miles Hogarth	320 00
474	Ed. Fearon	5,742 00	577	Geo. R. Hammond	640 00
475	Jas. Warnock	1,280 00	582	Wm. N. James	640 00
479	John Cheeseman	160 00	583	Wm. McMillan	648 00
480	Frederick S. Smith	320 00	584	Frank Hound	809 00
481	E. Jaunet & De Seysalle	2,210 00	585	Thos. Kerr	640 00
482	Sarnia Ranching Co. (Ltd.)	3,838 00	586	David Wilson	640 00
485	John Harvey	320 00	589	Napoléon Pamerleau	480 00
486	John Lawrence	1,440 00	590	D. W. Coleman	828 00
490	S. W. Hungerford	640 00	591	Wm. McDonald	651 00
491	Jas. Hargrave	3,044 00	592	E. H. Botterel	160 00
492	Emiel Griesback	77 00	595	Jas. Quigley	639 00
494	Jos Martin	640 00	597	Johann F. Unger	160 00
496	J. H. Boom	1,920 00	600	Jas. Tooke	640 00
498	John Biddle	320 00	601	Wm. Archibald	1,653 00
500	Thos. Hourd	1,970 00	602	E. D. Harrison	640 00
503	Donald Gunn	1,280 00	604	Boyd Ranching Co.	4,880 00
505	Philip Williams	640 00	606	Robert B. Warner	975 00
506	R. J. Christie	480 00	608	H. M. Morris-Reade	640 00
510	Cornelius Peters	160 00	609	W. Y. Hemmingway	320 00
511	Cheeseman Bros.	1,920 00	610	John McDonell	3,040 00
514	Edward Henry	1,280 00	611	J. H. McNeil	160 00
515	C. D. Urquhart	552 72	613	John Cumberland	1,906 00
516	Wm. Strothers	960 00	615	Benjamin Long	160 00
517	C. Perrenoud	640 00	616	Mrs. A. A. Daig	160 00
520	Henri de Soras	960 00	618	John Scarrow	320 00
521	Jonathan Gillie	1,853 00	619	Chas. Blair	2,516 00
523	Xavier Gougen	640 00	620	W. R. Jefferson	480 00
524	Wm. Sinclair	320 00	622	G. L. Weatherald	320 00
525	P. Burns	640 00	624	Jas. H. Wallace	1,280 00
527	H. M. Morris-Reade	619 00	628	Donald Murray	326 00
528	Wm. Wilkins	160 00	631	Wm. Sanders	1,280 00
529	John Hinsworth	1,120 00	632	Sanford McNeil	320 00
531	Alex. Glennie	320 00	633	R. A. Cowan	1,040 00
533	Jas. Grayson	160 00	638	C. D. Urquhart	320 00
536	John H. McNeil	160 00	639	Alfred Lloyd	960 00
537	F. Shackleton	647 00	640	Wm. Boyd	320 00
538	Willard V. Hill	1,126 00	642	Auguste Welke	160 00
539	C. Kettles	320 00	643	Thos. Kerr	160 00
540	L. C. Brown	800 00	644	R. T. Young	320 00

LESSEES of Grazing Lands—*Concluded.*

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
647	G. F. Hirst	320 00	735	S. F. Allen	480 00
649	Wm. McCaw	640 00	736	V. J. Beaupré	1,600 00
650	J. Bassett	320 00	738	J. Quirk	1,280 00
651	Claudinire & Clements	640 00	740	G. B. Pare	560 00
652	Andrew Cumberland	320 00	741	E. Loder	640 00
654	Chas. W. May	320 00	742	Peacock & Vavasour	640 00
655	Rev. Leo Gaetz	640 00	743	A. C. Hare	160 00
660	John Dovell	1,280 00	744	Rev. John McDougall	640 00
663	Arthur Hassett	320 00	745	R. S. E. Harrison	1,000 00
674	Chas. Lees	960 00	746	P. Harder	80 00
680	Jos. Duhaime	800 00	747	C. H. Clements	160 00
681	J. L. Thompson	640 00	748	J. Lawrence, Jr.	1,440 00
682	H. Bowen	251 00	749	J. D. Norrish	480 00
685	D. R. Tucker	1,760 00	750	G. Weidman	160 00
686	Sam. Whiting	160 00	751	J. Kidd, Jr.	160 00
687	Leslie Hill	480 00	753	John Harvey	640 00
688	Jos. McDonald	640 00	754	Ronald Hewat	640 00
689	D. McKenzie	320 00	759	Jas. Jackson	707 00
690	Wm. Moore	640 00	762	E. Clayton	640 00
692	Robt. McCordick	320 00	763	T. A. Coad	320 00
693	J. Hunter	160 00	764	John Kidd	320 00
694	H. Munro	640 00	765	D. C. Morrison	160 00
695	Wm. Brownlee	800 00	771	Gordon & Ironsides	320 00
699	J. H. McNeil	320 00	772	L. C. Parsons	2,560 00
700	Max de Quereize	320 00	773	A. Turnbull	378 00
702	A. S. McKay	640 00	774	J. Burgess	240 00
703	R. Beatty	160 00	776	Wellman & Bingham	640 00
704	G. H. Jameison	160 00	777	Raikes & Lawford	160 00
705	R. W. Cowan	1,280 00	794	D. M. T. Powell	160 00
706	Jos. Lawford	640 00	797	A. McDonald	2,400 00
707	Thos. Pearson	160 00	798	C. F. Pretty	263 00
708	Jos. Burgess	480 00	799	Rev. J. McDougall	1,280 00
710	Geo. & Robt. Cann	320 00	800	R. Thompson	160 00
712	D. W. Skinner	1,280 00	802	J. A. McLean	160 00
713	J. T. Krahn	160 00	807	R. Walsh	640 00
714	J. A. W. Fraser	640 00	813	M. A. Murray	640 00
715	Gordon & Ironsides	1,600 00	814	G. Stainer	160 00
716	D. Whipps	1,120 00	815	Chas. Lees	640 00
717	R. B. Irvine	160 00	816	J. Grayson	640 00
718	John McEchen	640 00	817	W. E. Schraeder	320 00
719	A. N. Bennett	160 00	818	F. W. Cleeve	160 00
720	Jas. Monkman	149 00	819	J. A. Kerr	160 00
722	M. T. Bambridge	640 00	822	B. P. Alford	320 00
724	Alex. Middleton	320 00	823	A. Martin	320 00
726	Jas. Gilchrist	137 00	825	M. J. Herbert	640 00
728	Wm. T. Clements	640 00	826	G. A. Dorrance	480 00
731	David White	480 00	827	Jas. Davidson	160 00
733	Jas. E. Wilson	320 00			
734	Jas. Johnson	480 00			
				Total area	248,219 89

Department of the Interior.

The total number of leases of school lands in the North-West Territories for grazing purposes, in force on the 1st July, 1897, was forty-five, containing a total area of 15,936 acres. The names of the lessees and the numbers of their ranches are as follows:—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
473	Rev. John McDougall.....	640 00	666	G. H. Elliott.....	160 00
478	F. W. Godsall.....	605 00	668	Gec. Tranter.....	160 00
493	Hull Bros.....	640 00	676	G. H. Jamieson.....	160 00
497	J. H. Beom.....	640 00	679	Jas. Johnson.....	640 00
499	Chas. Knight.....	640 00	684	John Boyd.....	160 00
504	W. C. H. Parlby.....	160 00	696	A. C. Fraser, Jr.....	640 00
509	W. E. Smith.....	320 00	697	Chas. Spalding.....	160 00
518	Wm. Brealey.....	640 00	721	Chas. E. Morris.....	160 00
526	P. Burns.....	640 00	739	H. Anderson.....	160 00
530	Alex. Glennie.....	320 00	752	M. McNaught.....	320 00
548	W. H. Minhinick.....	40 00	766	S. Mitchell.....	170 09
550	John N. West.....	160 00	778	M. Grienning.....	160 00
564	Wm. N. Janes.....	320 00	780	Alberta Rancho Co.....	372 00
587	W. Julius Hyde.....	640 00	783	J. V. Thompson.....	320 00
593	Hull Bros. & Co.....	640 00	784	A. Yersea.....	150 00
594	Daniel McIntosh.....	320 00	786	W. H. Ball.....	640 00
598	Z. N. Johnson.....	359 00	792	J. Rathgeber.....	160 00
605	H. Gruner.....	197 00	805	H. M. Hatfield.....	640 00
612	J. C. C. Bremner.....	80 00	806	L. McKinnon.....	540 00
623	Dept. of Indian Affairs.....	640 00	806	F. H. Towers.....	160 00
626	D. McIntosh.....	320 00	834	A. Boyd.....	160 00
653	James R. Dyer.....	320 00			
664	Thos. Clarke.....	160 00		Total area.....	15,936 00
665	Ricardo & Bevan.....	303 00			

The total number of leases of school lands in Manitoba for grazing purposes, in force on the 1st July, 1897, was thirty-nine, containing a total area of 8,569·50 acres. The names of the lessees and the numbers of their ranches are as follows:—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
560	John Clark.....	160 00	701	J. Meyl & G. Johnson.....	160 00
578	James Cathrea.....	480 00	729	S. Clark.....	160 00
580	M. H. Fieldhouse.....	160 00	730	H. G. Winslow.....	160 00
581	John T. Slater.....	160 00	755	Samuel Chittick.....	160 00
621	J. C. Lewis.....	320 00	756	John J. Mayland.....	160 00
627	Joseph Petch.....	480 00	757	Tait & Duncan.....	640 00
634	J. R. Armitage.....	160 00	767	J. P. Aitchison.....	160 00
636	The Viscount d'Aubigny d'Assy.....	320 00	769	J. Clarke.....	640 00
637	H. & A. Delf.....	160 00	779	W. Rothwell.....	160 00
641	J. Thordarson.....	160 00	781	J. W. Scharf.....	160 00
646	Daniel McCurdy.....	160 00	782	W. D. Staples.....	160 00
648	J. M. Cameron.....	160 00	787	J. Armitage.....	160 00
656	Murdock McLean.....	160 00	788	J. J. Arens.....	160 00
659	J. S. Jackson.....	640 00	789	J. Kehoe.....	160 00
667	Wm. McKinnon.....	320 00	791	J. J. Moyr.....	160 00
669	C. W. Gimley.....	160 00	793	J. Downey.....	143 00
672	Jos. Yeomans.....	68 00	811	Jam. Arnold.....	160 00
673	Colin McIver.....	38 50	812	Sawatsky & Harms.....	160 00
677	W. J. Rowe.....	160 00			
678	Noble Jordan.....	160 00		Total area.....	8,569 50
698	A. McAulay.....	160 00			

HAY.

The following statement shows the names of the persons who hold leases of Dominion lands for hay purposes:—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
342	Samuel Perry	40 00	487	W. H. Gray	40 00
440	Jonathan Rose	40 00	489	Frank L. Engman	40 00
447	Alex. McIntyre	40 00	512	James T. Potts	20 00
450	Jas. Gilchrist	30 00	535	Leonard Hornett	6 00
469	D. M. Finlayson	37 50	614	Joseph Dugan, Jun.	40 00
477	Walter Bradley	40 00	629	Wm. Moffatt	40 00
483	Wm. Thomson	20 00		Total area	433 50

Five leases of school lands for hay purposes have been issued, the following being the names of the lessees:—

Ranche No.	Name.	Area in Acres.	Ranche No.	Name.	Area in Acres.
361	H. Anticknap	160 00	534	Chas. Moore	58 00
404	Gagnon & à Court	160 00	828	Geo. W. Stephenson	160 00
462	G. S. Spurgin	160 00		Total area	698 00

The following is a statement of the office work performed from the 1st July 1896, to the 1st July, 1897:—

Number of letters sent	10,058
do pages of memoranda and schedules	2,787
do plans and sketches prepared	133

Timber—

Number of berths applied for	123
do berths acquired by public competition, including permits	43
do licenses for timber berths prepared (in duplicate)	129
Instructions issued for survey of timber berths	28
Number of returns of surveys of timber berths received and examined	4
do returns of saw-mills received and verified	216
do permits to cut timber issued by agents, also entered and checked	3,107
do accounts kept posted	277
do timber seizures entered and checked	185

Department of the Interior.

Grazing—

Number of applications for grazing lands received	393
do leases of grazing lands authorized to be issued..	168
do do issued	165
do leases of hay lands authorized to be issued	1
do do issued	1
do applications for hay lands	28
do accounts kept posted;—Grazing 301, hay 20	321
do hay permit forms used by the Dominion Lands agents, also entered and checked over at this office	2,353

Mining—

Number of accounts kept posted	5
do applications for coal locations received	76
do coal locations of 320 acres and less sold	1
do do do reserved for prospecting	45
do applications for mining locations other than coal	336
do new entries and renewals for mining locations granted by Dominion Lands agents, other than coal	325
do applications for petroleum	4
do do do granted	1
do do water power	1

Irrigation—

Number of applications re irrigation entered	82
do memorials examined and recorded	76
do plans do do	68
do authorizations for construction of ditches issued	87
do assignment of irrigation, application examined and recorded	4
do certificates issued by inspector, examined and recorded	65
do cancellation of irrigation applications issued and recorded	4

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

G. U. RYLEY,
Clerk in charge.

A.—STATEMENT of Receipts on account of Timber, Grazing, Hay, Mineral and Irrigation, on Dominion Lands, for the fiscal year 1896-97.

Month.	Timber Dues.	GRAZING LANDS.		Hay Lands.	Mining Fees.	Stone Quarries.	Coal Lands.	Irrigation Revenue.	Totals.
		Cash.	Scip.						
1896.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	6,942 59	461 41		1,357 55	10 00		25 00		8,796 55
August.....	3,390 51	166 27		493 30	45 00				4,095 08
September.....	4,349 71	428 28		111 50	55 00				4,944 49
October.....	7,763 56	529 06	1,360 00	72 95	1,102 00				10,827 57
November.....	8,040 26	245 85	260 00	38 50	40 00	10 00	6 75	4 00	8,645 36
December.....	10,503 60	909 65	240 00	155 95	52 00	15 00	1 75	32 00	11,909 95
1897.									
January.....	7,893 67	272 67	240 00	236 50	130 00		20 90	12 00	8,805 74
February.....	5,089 13	363 58		90 30	281 00		10 00	10 00	5,844 01
March.....	2,525 39	158 18		167 85	300 00		1 60	20 00	3,173 02
April.....	5,947 90	256 55		570 85	308 00	2 50		20 00	7,105 80
May.....	4,707 17	608 06		547 00	557 00		15 00		6,434 23
June.....	1,839 33	315 45	400 00	1,401 43	282 00	4 00			4,242 21
	68,992 82	4,715 01	2,500 00	5,243 68	3,162 00	31 50	81 00	98 00	84,824 01

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES BRANCH,
OTTAWA, 22nd November, 1897.

B.—STATEMENT of Receipts on account of Timber, Grazing and Hay, on School Lands, for the fiscal year 1896-97.

Month.	Timber Dues.	Grazing Lands.	Hay Lands.	Total.	REVENUE CLASSIFIED BY DISTRICTS				Totals.
					Mani- toba.	Assini- boia.	Al- berta.	Sask- atche- wan.	
1896.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	2 75	84 78	335 45	422 98	255 83	50 00	99 70	17 45	422 98
August.....		41 58	138 40	179 98	129 50	4 50	44 98	1 00	179 98
September.....	7 46	51 65	5 00	64 11	31 16	1 60	30 85	0 50	64 11
October.....	55 25	28 00	12 10	95 35	95 35				95 35
November.....	41 60	80 11	5 70	127 41	94 5	0 80	32 11		127 41
December.....	22 00	37 00	3 00	62 00	48 20	1 00	12 80		62 00
1897.									
January.....	69 75	70 59	248 20	388 54	163 55	177 80	38 59	8 60	388 54
February.....	56 25	186 48	52 00	294 73	209 35	40 70	27 68	17 50	294 73
March.....	90 07	88 38	126 90	305 35	180 55	73 80	40 00	11 00	305 35
April.....	113 23	156 60	426 30	696 13	486 53	45 50	154 10	10 00	696 13
May.....	43 00	228 60	174 40	446 00	346 45	25 30	73 75	0 50	446 00
June.....		87 61	315 30	402 91	227 05	54 66	119 20	2 00	402 91
Totals.....	501 36	1,141 38	1,842 75	3,485 49	2,268 02	475 16	673 76	68 55	3,485 49

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES BRANCH,
OTTAWA, 22nd November, 1897.

Department of the Interior.

C.—STATEMENT of Receipts on account of Timber, Grazing, Hay, Mineral and Irrigation, on Dominion Lands, commencing with the fiscal year 1872-73 and ending the 30th June, 1897.

Fiscal Year.	Timber Dues.		Grazing Lands.		Hay Lands.		Mining Fees.	Rents from Coal Lands.	Stone Quarries.	Rent from Mill Sites (Scrip.)	Irrigation Revenue.	Total.	
	\$	cts.	Cash.	Scrip.	Cash.	Scrip.							\$
1872-73.	109	25										109 25	
1873-74.	2,710	55										2,710 55	
1874-75.	2,335	25										2,335 25	
1875-76.	387	00										387 00	
1876-77.	320	00										320 00	
1877-78.	1,620	00										1,620 00	
1878-79.	325	00										325 00	
1879-80.	25,121	46										25,121 46	
1880-81.	32,028	34										32,028 34	
1881-82.	58,753	14	2,245	00								60,998 14	
1882-83.	90,066	46	22,844	43								112,910 89	
1883-84.	147,983	10	11,370	60								159,353 70	
1884-85.	87,474	99	17,089	75								104,563 74	
1885-86.	64,820	31	24,562	51	3,131	08						92,513 90	
1886-87.	65,111	74	14,242	77	30,487	67						119,843 18	
1887-88.	94,964	55	5,922	47	23,023	28						143,913 30	
1888-89.	90,290	00	2,207	69	16,802	63						109,300 38	
1889-90.	84,642	95	1,305	57	9,021	63						95,970 15	
1890-91.	102,902	71	3,079	55	16,193	77						122,175 03	
1891-92.	106,461	35	3,728	80	17,222	60						127,412 75	
1892-93.	105,865	24	6,390	80	11,542	39						123,798 23	
1893-94.	81,250	51	5,740	79	7,687	86						94,678 16	
1894-95.	74,079	20	5,353	72	8,628	00						88,060 92	
1895-96.	61,923	47	7,071	86	6,255	90						75,250 23	
1896-97.	68,992	82	4,715	01	2,500	00						76,207 83	
Total.	1,450,579	39	142,859	82	161,496	81				160	00	1,822,397	
							6,238	85	2,842	96	98	00	951
													19
													37
													35

DEPARTMENT OF THE INTERIOR,
TIMBER AND MINES BRANCH,
OTTAWA, 22nd November, 1897.

D.—STATEMENT of Receipts on account of Timber, Grazing, Hay, and Stone Quarries, on School Lands, commencing with the Fiscal Year, 1883-84, and ending the 30th June, 1897.

Year.	REVENUE CLASSIFIED BY DISTRICTS.							Totals.								
	Timber.	Grazing.	Hay.	Stone Quarries.	Totals.	Manitoba.	Assiniboia.		Alberta.	Saskatchewan.	Totals.					
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.				
1883-84	36	50					36	50					36	50		
1884-85	136	00					136	00					136	00		
1885-86	1,238	11					1,238	11					1,238	11		
1886-87	940	26					940	26					940	26		
1887-88	1,333	99					1,333	99					1,333	99		
1888-89	695	86					695	86					695	86		
1889-90	919	10					919	10					919	10		
1890-91	489	22					489	22					489	22		
1891-92	270	81					270	81					270	81		
1892-93	831	50					831	50					831	50		
1893-94	530	13					530	13					530	13		
1894-95	617	72					617	72					617	72		
1895-96	279	63					279	63					279	63		
1896-97	501	36					501	36					501	36		
Totals.....	8,820	19	2,103	49	14,322	47	17	50	18,167	69	4,246	88	425	10	25,263	65

DEPARTMENT OF THE INTERIOR,
 TIMBER AND MINES BRANCH,
 OTTAWA 22nd November, 1897.

Department of the Interior.

CROWN TIMBER OFFICE,

WINNIPEG, 22nd November, 1897.

JAS. A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—In compliance with your communication bearing date 5th instant, directing me to prepare the annual report of this office for the year ended 30th June, 1897, I beg to submit the same, accompanied by the following tabulated statements, namely:—

- A. General office return showing amount of clerical work performed.
- B. Statement showing revenue collected from Crown timber.
- C. List of names of licensees of timber berths, conducting operations on Government lands within this agency, together with the amount of lumber, &c., manufactured, sold and on hand by each licensee, respectively.

RECEIPTS.

The total receipts from all sources, paid to the credit of the Receiver General on account of revenue for the twelve months ended June, 1897, amounts to \$34,972.48.

ADMINISTRATION.

The work of administration of this branch extends from the western boundary of Ontario over the province of Manitoba and provisional district of Assiniboia, the district of Keewatin, and a portion of the North-West Territories. Wherever settlement has formed, visits have been made by our staff of Forest Rangers, but owing to the small staff and the wide area to be covered, the work has not been so thoroughly performed as it should be. Attention has been chiefly directed to those points where the cutting of timber for speculative purposes is carried on.

A large number of local agents are under appointment in different parts of the country, to assist in enforcing the law; but, apart from the service rendered to the office and to the Forest Rangers, in supplying information concerning timber operations taking place in their respective districts, and transacting business for the settlers applying through them to the office for permits, their services are not of much value. These agents are compensated by payment of commission on dues collected by them, which sums are almost entirely made up from applications for permits; the disagreeable part of their duties, that of checking trespassers in their operations and seizing timber so cut is rarely carried out, the main reason for this being, no doubt, that in the taking of such action the agent fears to incur the enmity of his neighbours. From the nature of the work it is difficult to get good men to act, and I am doubtful whether, except in parts of the country remote from the regular round of forest rangers travel, the results obtained are commensurate with the expense incurred and the trouble involved in supervising their work; the expectations formed at the time of their appointment, of increased business, not having been realized.

The recent decision of the Department, in appointing the homestead inspectors to the position of forest rangers, is I believe, a move in the right direction and will be found an economical and advantageous arrangement, conducing to the efficiency of the service.

The appointment also of the several agents of Dominion Lands, not heretofore exercising supervision over timber matters to the position of Crown Timber Agents in

their respective districts, to issue permits and regulate cutting, should increase the facilities for carrying on the work, and will be found, I believe, a convenience to the public as well.

PREVENTIVE ENACTMENTS.

For some years past the policy of the Government has been to deal in a very lenient manner with settlers and others cutting timber in trespass upon the lands of the Crown. The small fine imposed has not had a deterring effect in checking this illegal practice, and although the dues have been arranged to bear lightly on the farmer—particularly for all classes of timber required in making improvements on his farm—the tendency has been, in the majority of cases, to run the risk of detection rather than take out permits in the regular way; and the utmost vigilance on the part of this office has not succeeded in preventing these evasions of the law. Much difficulty too has been experienced in collecting trespass dues on timber cut by settlers, even when the timber has been found and placed under seizure. Although the act empowers the Crown to sell such timber by auction, when the claimant refuses to pay the charges, it is seldom that buyers can be got, owing to the aversion on the part of neighbouring settlers to become bidders in such cases. Nor does it pay to remove the timber to a place where sale could be found for it; the consequence being that, in the majority of cases, it is left where seized, and shortly afterwards disappears and cannot be traced. Our books show a large number of unsettled seizures of this class.

I have repeatedly, in past years, reported to the Government the necessity of taking more stringent measures for the enforcement of the law, if these offences are to be abated. The fining system, as we have seen, is ineffectual. A better plan would be to prosecute offenders for larceny. This procedure being far more reaching in its effect, would soon bring about a better observance of the regulations, and thus materially lessen the cost of administration.

PERMANENT TIMBER RESERVES.

Progress is being made towards perfecting plans for affording protection to the timber on the reserves established at Turtle Mountain in Manitoba, and Moose Mountain in Eastern Assiniboia. Under instructions from the Department action is about being taken to construct fire-guards around and through the reserves. Special effort also is being made to restrict cutting to the dead and fallen timber, and to mature trees, preserving the young timber for reforestation purposes.

In previous reports I have pointed out, as forcibly as I was able, the urgent necessity for action being taken to preserve the remaining timber on the lands of the Crown from the rapid destruction annually taking place, mainly from forest fires, but partly through wanton waste by those drawing their supplies therefrom. This can be remedied by enforcing the provisions of the laws already made in that behalf.

FOREST FIRES.

The disastrous fires which occur annually are usually the outcome of a selfish purpose on the part of the person setting them out.

Settlers on lands which require to be cleared of timber and scrub, to permit of cultivation taking place, invariably set out fire as a means of clearing, that being the cheapest and speediest way of accomplishing their object. The same thing applies to hay meadows which it is desired to make clear of brush and old bottoms. In such cases it is rarely that the provisions of the law governing the setting out of fires are observed; with the result that, almost every year, fires have spread, doing incalculable damage to our forests.

The Provincial and Territorial laws for the prevention of prairie and forest fires are excellent and would be found adequate, were they enforced.

Department of the Interior.

LUMBER INTERESTS.

During the year ended 30th June, 1897, the following quantity of lumber, coming from the directions named, was disposed of in Manitoba and at points west as far as Regina, in the Territories.

	Feet.
Canadian pine, from the Lake of the Woods	45,000,000
Canadian pine from points between Lake of the Woods and Port Arthur	10,500,000
Canadian spruce, (manufactured in Manitoba)	14,241,909
United States pine and hardwood imported from the State of Minnesota	16,871,104
British Columbia products	6,000,000

I again give for your information a comparative statement of lumber material imported from the United States and marketed in Manitoba, for the years ended 31st October, 1893-94-95-96, to which I have added the importations for this year, 1897 :—

Oct. 31. 1892, to Oct. 31. 1893.		Oct. 31. 1893, to Oct. 31. 1894.		Oct. 31. 1894, to Oct. 31. 1895.		Oct. 31. 1895, to Oct. 31. 1896.		Oct. 31. 1896 to Oct. 31. 1897.	
Dressed.	Un- dressed.	Dressed.	Un- dressed.	Dressed.	Un- dressed.	Dressed.	Un- dressed.	Dressed.	Un- dressed.
Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
180,306	1,174,747	647,388	3,073,195	1,108,268	5,668,250	2,103,857	9,953,883	1,913,832	14,857,272

From the foregoing it will be seen that each year shows an increase in the amount of lumber brought in from the United States. The amount, however, only forms a small portion of the whole, the Canadian mills having practically a monopoly of the trade. The fact that American lumber can be brought in has the effect of regulating prices, to the benefit of consumers.

Pine and spruce is selling at the present time f. o. b. on car as shewn hereunder :—

Winnipeg,	pine,	\$15.50 to \$17.50 ;	spruce, \$13.50 to \$15.50
Portage La Prairie,	do	15.50 to 17.50 ;	do 13.50 to 15.50
Brandon,	do	15.50 to 17.50 ;	do 13.50 to 15.50
Moosomin,	do	17.75 to 19.75 ;	do 15.75 to 17.75
Deloraine,	do	17.75 to 19.75 ;	do 15.75 to 17.75
Minnedosa,	do	17.00 to 19.75 ;	do 15.00 to 17.00

Owing to the improved condition of the settlers, the demand for lumber has been good, and large stocks are being taken out to meet next season's demand, which it is expected will be heavy

FUEL.

Fuel is a commodity that never fails of being in good demand. The following statement of the consumption for the year ended the 31st October, 1897, has been carefully prepared and can be taken as about correct :—

	Tons.
American anthracite	24,000
Canadian do (points east of Regina)	12,000
American soft (points east of Regina)	700
Galt do do do	6,500
Souris lignite do Moosejaw	17,500

	Per ton.
American anthracite, f. o. b. at Winnipeg	\$9.50
Canadian do do do	9.00
American soft coal do do	6.50
Canadian do Galt do do	6.00
Canadian do Souris do do	3.75
Souris lignite is selling f. o. c. at Brandon and Regina	3.50
And at Melita and Moosejaw for	3.25

CORDWOOD.

This class of fuel is supplied to the towns and villages throughout Manitoba at prices ranging from \$1.25 to \$2.50 per cord. About 65,000 cords of wood was marketed at Winnipeg, at prices ranging, according to quality, from \$4.25 to \$2.50 per cord f. o. c. Of this amount 6,385 cords was brought in from the neighbouring States to the south. For the year ended 31st October, 1896, the amount was 4,082 cords.

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

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE A.

GENERAL Office Return for the period between the 1st July, 1896, and 30th June, 1897.

Description of Return.	Number.	COMPARED WITH LAST YEAR.		Remarks.
		Increase.	Decrease.	
Number of letters written	7,440			As this return begins from 1st July, 1896, no comparison can be made with previous year.
do circulars sent	557			
do letters received	8,258			
do circulars received	68			
do mill returns received	154			
do seizures made	612			
do wood permits issued	1,335			
do hay permits issued	432			

E. F. STEPHENSON,
Crown Timber Agent.

Department of the Interior.

SCHEDULE B.

STATEMENT of Receipts from Crown Timber Agency, Winnipeg, for the 12 months ended 30th June, 1897.

Month.	Bonus.	Ground Rent.	Royalty.	Permit Dues on Dominion Lands.	Seizures on Dominion Lands.	Timber cut on School Lands.	Coal Mines.	Stone Quarries.	Hay cut in Trespass on Dominion Lands.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1896.										
July		263 12	684 47	889 06	13 80	2 75	25 00			1,565 08
August		625 64	548 38	498 07	35 33	7 46				1,344 90
September		70 38	273 38	1,034 74	45 14	65 50		1 50		1,987 86
October	7 00	372 82	5,155 92	5,036 09	101 65	31 35				10,456 54
November		971 73	73 77	626 35	73 00	14 75				1,177 29
December	1 29		85 61	1,468 85	104 75					2,646 98
1897.										
January	10 00	485 33	488 64	1,337 64	116 21	67 00				2,504 82
February		192 16	383 73	1,083 23	44 84	50 25				1,562 05
March		65 12	11 64	1,418 60	42 45	90 07				1,754 92
April		143 80	274 21	900 66	50 00	113 23				1,404 12
May		519 72	11 61	2,260 28	21 00	43 00				2,479 69
June				325 63	107 61			4 00		356 96
Collections at Head Office	18 29 2,202 50	3,709 82 2,887 77	7,991 36	16,849 20	756 68 25 00	485 36 16 00	25 00	4 00	1 50	29,841 21 5,131 27
	2,220 79	6,597 59	7,991 36	16,849 20	781 68	501 36	25 00	4 00	1 50	34,972 48

E. F. STEPHENSON,
Crown Timber Agent.

WINNIPEG, 23rd November, 1897.

SCHEDULE

SHOWING Number of Saw-Mills in the Province of Manitoba and Provisional District
July, 1896, and the

Name of Owner or Owner and Assignee.	Mill, where Sit- uated.	Kind of Power.	Horse Power.		Commenced Operations.	Location of Limit.	Description of Timber.	Quantity of Lumber man- ufactured for time ended 30th June, 1897.	Quantity sold from amount manufactured in 1897 and on hand 1st July, 1896.
			35	12					
				M.					
Peter McArthur	Fairford	Steam	35	12	1889	Lake Manitoba	S. & T.	1,368,000	1,255,167
Friesen, Renner & Co.	Steinbach	do	35	8	1892	Tps. 4 & 5, R. 9 E.	do	244,545	268,445
Asessippi Milling Co.	Asessippi	Water	20	5	1882	Shell River	do	47,943	50,899
J. & H. McCorquodale	Wassewa	Steam	20	5	1892	Tp. 1, R. 20 W.	do	64,262	64,262
R. W. Gibson	Birtle	do	50	20	1880	Bird Tail Creek	do		731,577
Isaac Riley	Grindstone Point.	do	30	16	1894	Lake Winnipeg	do	1,130,093	1,130,093
Drake & Co.	Black Island	do	16	3	1889	do	do	4,000	4,000
John Pollock	Yorkton	do	16	3	1895	Tp. 32, R. 3, W. 2.	do	168,872	151,201
Thomas & Rathwell	P. Home	do	25	6	1892	Tp. 18, R. 3 E.	do	88,367	118,367
F. L. Engman	Scandinavia	do	18	4	1893	Tp. 18, R. 17 W.	do	30,000	30,000
Wm. Robinson	Fisher Bay	do	30	10	1884	Lake Winnipeg	do	2,288,122	1,000,023
George Kerr	Franklin	do	16	3	1891	Riding Mountain.	do		15,485
Henry Roberts	Strathclair	do	30	12	1892	do	do	76,345	60,379
D. Cameron & Co.	Glenlyon	do	16	3	1895	Tp. 23, R. 24 W.	do	16,480	16,480
John Watson	Dauphin	do	20	5	1890	T. 22 & 23, R 20 W.	do		111,604
Dauphin Lumber Co.	do	do	20	5	1897	do	do	388,297	359,000
W. J. Manning	Balmoral	do	20	5	1895	Tp. 19, R. 1 E.	do	264,000	217,648
Chas. Geekie	Dauphin	do	20	5	1892	Tp. 23, R. 19 W.	do	782,595	842,145
Jas. Shaw	do	do	75	20	1890	Tp. 26, R. 25 W.	do		
F. A. Fairchild	Rapid City	do	25	6	1878	Riding Mountain.	do	975,000	1,233,478
D. H. Harrison	Neepawa	do	25	6	1894	Tp. 23, R. 18 W.	do		46,768
H. B. Mitchell	Selkirk	do	90	30	1891	Lake Winnipeg	do	401,346	503,354
D. E. Sprague	Winnipeg	do	75	25	1882	Rosseau River	do	4,000,000	2,109,669
Finnsen, Eyolfson & Co	Icelandic R.	do	16	3	1895	Tp. 23, R. 3 E.	do	411,388	338,751
Hooker & Co.	Grindstone Point.	do	16	3	1882	Lake Winnipeg	do	785,000	526,000
J. A. Christie	Brandon	do	80	35	1889	Stony Creek, &c.	do	1,897,807	1,897,807
David Ross	Whitemouth	do	65	25	1891	Whitemouth	do	1,925,000	1,158,307
Wm. Peden	Rosburn	do	45	12	1892	Tp. 21, R. 24 W.	do		1,000
W. H. Atkinson	Deloraine	do	40	12	1882	Turtle Mountain.	do		
Totals.								17,357,462	14,241,909

Department of the Interior.

C.

of Assiniboia, operating under Government License, for the period between the 1st 30th June, 1897.

Quantity of Lumber on hand on the 30th June, 1897.	Quantity of Shingles manufactured for time ended 30th June, 1897.	Quantity of Shingles sold from amount manufactured in 1897, and on hand 1st July, 1896.	Quantity of Shingles on hand 30th June, 1897.	Quantity of Laths manufactured for time ended the 30th June, 1897.	Quantity of Laths sold from amount manufactured in '97 and on hand 1st July, '96.	Quantity of Laths on hand 30th June, 1897.	Date of Last Return.	No. of Returns made.	Remarks.
938,117						M.	1897.		
82,800	524,500	534,500	160,000				June 30.	5	13,146 ties and 2,350 ft. piling sold.
	62,000	62,000					do 30.	4	
95,435		113,500	9,750		5,200	644 $\frac{3}{4}$	do 30.	4	320 cords slabs sold.
							do 30.	4	30,332 ties, 1,012 $\frac{3}{4}$ cords slabs sold.
							do 30.	6	20 cords wood sold.
							1896.		
							Dec. 31.	2	
							1897.		
17,671							June 30.	4	
	165,000	119,000	75,000	13,150	13,150		do 30.	10	
	50,000	50,000					Mar. 31.	3	
1,981,207			13,500				June 30.	29	20,281 ties, 1,453 slabs, 87 $\frac{1}{2}$ cords wood sold.
		97,000					do 30.	2	
33,592	250,000	331,062	235,813				do 30.	4	
							do 30.	1	
20,176							do 30.	4	
29,297							do 30.	2	
140,000							do 30.	4	
134,138	429,600	460,750	18,250				do 30.	4	
							do 30.	2	
445,532							do 30.	9	
141,883		12,500	64,250				do 30.	4	85 ft. oak planking sold.
11,018							do 30.	10	331 cords slabs and 2,476 ties sold.
4,936,412							do 30.	4	367 posts sold.
72,637							do 30.	7	
259,000	188,500	188,500		40,000	40,000		do 30.	5	
							do 30.	10	
1,638,661							do 30.	6	4,069 cords slabs, 530 ties sold.
							1896.		
19,000							Sept. 30.	1	
							do 30.		
10,996,576	1,669,000	1,968,812	576,563	53,150	58,350	644 $\frac{3}{4}$		154	

E. F. STEPHENSON,
Crown Timber Agent.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,

EDMONTON, 15th November, 1897.

The Secretary,

Department of the Interior,
Ottawa, Ont.

SIR,—I beg to report on the Crown Timber business of this agency during the year ended the 30th June last.

Statement "A" herewith shews a reduced revenue, the amount for the fiscal year being \$1,836.68, largely due to the fact that until the present autumn the business of the community was not in a very satisfactory condition. It is now, however, greatly improved; building operations are being prosecuted and a considerable proportion of the lumber used is of local manufacture. A large part of the lumber employed in the construction of the seven elevators erected this season, or now under construction, has been imported from British Columbia. It is probable that the cut of timber by local men will this winter be larger than for some years past, and that the transactions of my office in the current year will shew an appreciable increase over those of the season now reported.

I am happy to inform you that the loss of timber by fire during the last year has been minimized by the energetic and efficient enforcement of the Territorial Fire Ordinance. The settlers also generally appear to be now alive, to the vital importance of opening up roads as affording about the only effective means of fire prevention which can be applied.

Statement "B" herewith shows the saw-mills in operation within this agency.

I am, Sir,

Your obedient servant,

R. A. RUTTAN,

Agent of Dominion Lands.

A.—STATEMENT of Receipts on account of Crown Timber for the twelve months ended 30th June, 1897.

Month.	Edmonton.	Head Office.	Total.
1896.	\$ cts.	\$ cts.	\$ cts.
July	149 64	2 50	152 14
August	281 54		281 54
September	1 00		1 00
October	211 02		211 02
November	20 28		20 28
December	125 91	250 00	375 91
1897.			
January	369 62		369 62
February	135 33	10 00	145 33
March	32 87		32 87
April	185 97		185 97
May	60 30		60 30
June	70		70
	1,574 18	262 50	1,836 68

CROWN TIMBER OFFICE,
EDMONTON, 15th November, 1897.

Department of the Interior.

SCHEDULE B.

RETURN of Saw-mills in the Edmonton Crown Timber Agency under Government License, during the year ended 30th June, 1897.

Name of Owner or Owner and Assignee.	Where Situate.	Kind of Power.	Number of horse-power.	Operations begun.	Logs cut at. No. of Limit.	Quantity of lumber manufactured in period.	Quantity of lumber sold in period.	Date of last Return forwarded to Head Office.	Kind of Timber.	Number of Returns made.	Remarks.
D. R. Fraser.....	Edmonton ..	Steam..	30	1880	627 & 646	172,063	164,925	30 June, '97	Spruce..	8	
Walter & Humberstone..	South Edmonton		60	1895	53	335,549	648,708	do ..	do ..	4	
John Hall.....	Namao.....	do ..	15	1897	727	138,000	138,000	do ..	do ..	1	Portable mill.
Total .....	.....	.....	.....	.....	.....	645,612	951,633	.....	.....	13	

Memo.—18 Mill Returns received during the year.

R. A. RUTAN,
Crown Timber Agent.

CROWN TIMBER OFFICE,
CALGARY, 13th November, 1897.

The Secretary,
Department of the Interior,
Ottawa, Ont.

SIR,—I have the honour to enclose the following statements, for the twelve months ended the 30th June, 1897.

Schedule "A," statement of receipts on account of Crown Timber for the twelve months ended the 30th June, 1897.

Schedule "B," general office return for the six months ended the 30th June, 1897.

Schedule "C," showing the saw-mills in the Crown Timber Agency, operating under Government license, 30th June, 1897.

It will be observed that a number of the mill owners have not furnished this office with their returns of timber products and sales promptly, and the total amount of royalty covering the six months ended the 30th June last is not represented.

I am pleased to be able to report quite a revival in the timber trade in Alberta. There is more lumber being sold in this district this fall than for some years, owing, doubtless to the good crops and the flourishing condition of the ranching and dairying industry, although the latter is only in its infancy.

I expect this office will take in a very considerable sum of money for royalty before the end of the calendar year. At present the Hon. Peter McLaren's returns are going through to end of October, amounting to \$524.23.

I am, Sir,
Your obedient servant,

J. R. SUTHERLAND,
Agent.

Department of the Interior.

A.—STATEMENT of Receipts on account of Crown Timber at the Calgary Crown Timber Agency for the twelve months ended 30th June, 1897.

MONTH.	Calgary.	Head Office.	Total.
1896.	\$ cts.	\$ cts.	\$ cts.
July.....	52 42		52 42
August.....	209 11		209 11
September.....	0 75	6 36	7 11
October.....	436 51	5 35	441 86
November.....	99 47		99 47
December.....	52 17	604 12	656 29
1897.			
January.....	190 58	795 00	985 58
February.....	32 50	251 50	284 00
March.....	98 00		98 00
April.....	242 78	276 10	518 88
May.....	557 77	656 70	1,214 47
June.....	10 75	0 14	10 89
Totals.....	1,982 81	2,595 27	4,578 08

J. R. SUTHERLAND,
Crown Timber Agent.

CROWN TIMBER OFFICE,
Calgary, 13th November, 1897.

SCHEDULE B.

GENERAL Office Return of the Calgary Crown Timber Agency for the six months ended 30th June, 1897.

Description of Return.	Number.	COMPARED WITH LAST YEAR.		Remarks.
		Increase.	Decrease.	
Number of letters written.....	1,853	About same.....		Including Dominion Lands.. do do
do received.....	1,369	do		
Number of tree permits issued.....	294	} 94 over the 14 months.		
Number of permits issued subject to dues.....	19			
Mill returns received and verified.....	5			

J. R. SUTHERLAND,
Crown Timber Agent.

SCHEDULE C.

SHOWING the Saw-Mills in the Calgary Crown Timber Agency operating under Government Licenses for the Year ended 30th June, 1897.

	Name of Owner or Assignee.	Where Situated.	Kind of Power.	Horse Power.	Commenced Operations.	Description of Timber.	Logs cut at
1	Hon. Peter McLaren (Mountain Mills).	Mill Creek	Water	20	1882	Spruce and fir.	Mill Creek
2	Hon. Peter McLaren (Macleod Mills)		Steam	40	1888	Spruce and fir.	Old Man's River
3	Eau Claire & Bow River Lumber Co. (Ltd.)	Calgary	Steam	65 used; can work up to 175	1887	Fir, spruce and cypress pine.	Kananaskis River
4	R. G. Belvidere	Cardstone	Steam	25	1891	Spruce and fir.	St. Mary's River
5	John Lineham	Dewdney	Steam	50	1890	Spruce and fir	Sheep River
6	A. W. Gillingham	North Fork, Old Man's River.	Steam	25	1894	Spruce and fir	Old Man's River
7	D. Morrison	North and Middle Fork, Sheep Creek.	Steam	25	1885	Spruce and fir	Sheep Creek

Department of the Interior.

SCHEDULE C.—Showing the Saw-Mills in the Calgary Timber Agency, &c.—Concluded.

Quantity of Lumber Manufactured.	Lumber on hand 31st December, 1896, sold and manufactured during period between 31st December, 1896, and 30th June, 1897.	Shingles manufactured during period between Dec. 31st, 1896, and 30th June, 1897.	Shingles on hand 31st December, 1896, sold and manufactured to 30th June, 1897.	Laths manufactured during period ended 30th June, 1897.	Laths on hand 31st December, 1896, sold and manufactured to 30th June, 1897.	Date of last Return.
Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	
1	253,000 Balance Manufactured 253,000 Sold 513,463 120,081 393,382	260,483 253,000 513,463 120,081 393,382				30th June, 1897.
2	141,822 Balance Manufactured 141,822 Sold 334,503 122,301 212,202	192,681 141,822 334,503 122,301 212,202			Balance 5,800 Sold 300 5,500	30th June, 1897.
3	291,301 Balance Manufactured 291,301 Sold 2,681,810 749,851 1,931,959	2,390,509 291,301 2,681,810 749,851 1,931,959				1st May, 1897.
4	Balance on hand 31st October, 1896 Nil					31st October, 1896.
5	Balance on hand 30th June, 1896 300,000		Balance on hand 30th June, 1896, 69,200			30th June, 1896.
6	Balance on hand 31st December, 1895 279,783					31st December, 1895.
7	Balance on hand 31st March, 1896 14,000					31st March, 1896.

J. R. SUTHERLAND, Crown Timber Agent.

CROWN TIMBER OFFICE,

PRINCE ALBERT, 16th November, 1897.

JAS. A. SMART, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honour to enclose herewith the following statements for the year ended the 30th day of June, 1897 :—

Schedule "A" statement of receipts on account of Crown Timber dues.

Schedule "B" statement showing saw-mills operating under Government Licenses during the year.

Schedule "C" statement showing general official work during the year.

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

JNO. McTAGGART,
Crown Timber Agent.

A.—STATEMENT of Receipts on Account of Crown Timber, &c., during the Year ended the 30th June, 1897.

Month.	Prince Albert Office.	Battleford Office.	Head Office.	Total.
1896	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	74 50	19 50	.....	94 00
August.....	74 30	4 25	245 00	323 55
September.....	103 69	1 00	7 69	112 38
October.....	145 75	20 25	.....	166 00
November.....	193 86	42 54	190 67	427 07
December.....	1,170 91	83 20	1,184 92	2,439 03
1897				
January.....	177 37	60 05	.....	237 42
February.....	156 11	40 64	194 53	391 28
March.....	255 78	88 45	234 31	578 54
April.....	156 50	22 50	.....	179 00
May.....	46 79	22 00	.....	68 79
June.....	30 60	72 25	.....	102 85
	2,586 16	476 63	2,057 12	5,119 91

JOHN McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 16th November, 1897.

Department of the Interior.

SCHEDULE B.

Showing Saw-Mills in Prince Albert operating under Government License during the Year ended the 30th June, 1897.

Name of Owner.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced Operations.	Description of Timber.	Logs, where cut.	Quantity of Lumber manufactured during the half year.	Quantity of Lumber sold during the half year.	Quantity of Shingles manufactured during the half year.	Quantity of Shingles sold during the half year.	Quantity of Laths manufactured.	Quantity of Laths sold.	Date of last return.
James Sanderson	Steam.	50	20,000	1890	Spruce, pine, tamarack and poplar.	On limits north of Saskatchewan River.	feet. 128,100	feet. 311,410	M. 160	M. 148	.....	.....	30th June.
S. McLeod .....	.....	45	25,000	1890	.....	.....	304,599	175,174	.....	.....	20,000	13,100	do
							432,699	486,584	160	148	20,000	13,100	

JOHN McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 16th November, 1897.

SCHEDULE C.

General Return for the year ended the 30th June, 1897, at the Prince Albert Agency.

Permits issued at Prince Albert.....	164	
do do Battleford.....	47	
		— 211
Seizures made at Prince Albert.....	17	
do do Battleford.....	3	
		— 20
Mill returns received.....	9	

JNO. McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, 16th. Nov., 1897.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., 12th Nov., 1897.

The Deputy of the Minister of the Interior,
Ottawa.

SIR,—In accordance with the request contained in departmental letter of the 5th instant, I have the honour to submit a brief report for the period of twelve months ended 30th June last, together with some remarks respecting the business of the office from that time to the present date.

The revenue for the year which ended on the 30th June, 1897, amounted to \$23,012.52 as shewn per statement annexed herewith, lettered "A."

I observe, from the departmental annual report of 1896, that the financial and other statements were brought up to the end of the year 1896, and I beg now to say that, as my appointment as Crown Timber Agent at this point was made early in July last, the financial statements from the 1st January last to the 30th June last, as I understand, had been already forwarded to the Department, where, doubtless, they are compiled for departmental reference.

So soon as I was able to go through the files and become conversant with the affairs of the office, I undertook a trip over the agency to make myself familiar with the location of the mills, limits, &c. I found the majority of the mills, a statement of which I enclose you, lettered "B" were in active operation. Comparing this list with the departmental list of limits in the British Columbia agency, as published on pages 45, 46 and 47, of part I, of the annual report of 1896, it will be noticed that a large number of these berths are not operated on. It would be much more satisfactory if the limit holders in question could see their way to operate their timber berths, as they are, at certain seasons of the year, in great danger from fire.

I have made inspections of several of the berths and other tracts of land where illegal cutting had formerly been carried on, but, since the time of the Crown Timber Commission, applications for permits have become the rule and people are not trespassing to any extent.

It requires a great deal of care in many localities, to distinguish the Dominion Land tracts from private property, particularly in the old settled districts east of the Cascades, as the lines are, in a great many cases, obliterated, and cannot be followed. Some cases of this kind have come to my notice lately, which gave me the opportunity of impressing upon the people of these localities, the necessity of observing the timber regulations.

Department of the Interior.

I am pleased to be able to report an increased activity in the lumber trade of the province during the past month and a half, owing, largely, to the improvement of trade in Manitoba and the North-West Territories, the building of the Crow's Nest Pass railway, which takes all the timber required for construction purposes from this province, also the building up of towns in the mining districts, but I cannot report that prices are any better.

The foreign trade has not shown any sign of improvement as yet, owing, chiefly, to the depressed state of trade in South America and Africa which are usually good markets for our lumber. The increased rate of charters has practically shut us out from the Australian market at present, but the mill men anticipate better times in the foreign markets next season, giving, as a reason, that the stocks of lumber in these parts will be sold out and must be renewed.

The cedar shingle trade has been much more satisfactory of late, the demand having increased very much lately, although prices have not as yet advanced. Some shingle mills that have been closed for some time have resumed operations, and there have been several enquiries at this office respecting available cedar tracts.

On the whole I think I may safely say that the prospects for next year's business are very good.

The quarterly mill returns show the prices at which the lumber is being sold.

Owing to the difficulty experienced at the mills on the Coast and on the Fraser River in keeping Dominion and Provincial timber separate from each other at their standing booms, until cut and disposed of, it might be desirable to consider whether the time has arrived for revising some of the provisions respecting collection of royalty.

The whole respectfully submitted.

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

JAMES LEAMY,
Crown Timber Agent.

A.—STATEMENT of Receipts from Crown Timber Agency at New Westminster, B.C.,
for the Year ended 30th June, 1897.

Month.	New Westminster Office.	Head Office.	Total.
1896.	\$ cts.	\$ cts.	\$ cts.
July	3,321 24	563 82	3,885 06
August	112 15	362 36	474 51
September	1,947 80		1,947 80
October	1,557 33	14 75	1,572 08
November	399 95	32 00	431 95
December	203 23	3,943 51	4,146 74
1897.			
January	1,457 65	2,356 23	3,813 88
February	2,272 84	358 48	2,631 32
March	43 13		43 13
April	1,739 16	640 04	2,379 20
May	431 32	495 60	926 92
June	104 78	655 15	759 93
	13,590 58	9,421 94	23,012 52

CROWN TIMBER OFFICE,
NEW WESTMINSTER, 12th November, 1897.

BRITISH COLUMBIA CROWN TIMBER AGENCY.

SCHEDULE B.—Showing number of Saw-Mills and information respecting them within and contiguous to the 40-Mile Dominion Belt on the mainland of British Columbia operating wholly or partly in connection with Government Licenses over Timber Berths for the Year ended 30th June, 1897.

Name of Owner or Owner and Assignee.	Mill where Situated.	Kind of Power.	Horse Power.	Capacity per 12 hours.	Commenced operations.	Location of Limit.	Description of Timber Manufactured.	Quantity of lumber manufactured for year ended 30th June, 1897.	Quantity of lumber sold from amount manufactured and on hand.	Quantity of lumber on hand.	Quantity of shingles manufactured for year ended 30th June, 1897.	Quantity of shingles sold from amount manufactured and on hand.	Quantity of shingles on hand.	Quantity of laths manufactured for year ended 30th June, 1897.	Quantity of laths sold from amount manufactured and on hand.	Date of last return.	Quantity of laths on hand	Number of returns.	Remarks.
W. C. Wells	Palliser	Steam	60	20 M	1887	Kicking Horse River and Tp. 25, R. 19, W. 5 M.	Fir, cedar and spruce	1,072,334	1,496,361	2,140,720						June 30 '97		4	
Golden Lumber Co.	Golden	do	60	20 M	1894	Columbia River	Fir, cedar, spruce and jack pine	2,608,206	2,930,192	2,745,628						do 30 '97		4	
Columbia River Lumber Co.	Beaver	Water	150	50 M	1887	do	Fir, cedar and spruce	1,185,993	1,185,993							do 30 '97		3	
D. Robinson	Revelstoke	Steam	40	15 M	1891	Tp. 23, R. 2, W. 6 M.	do do	415,806	415,806		197,475	197,475		62,000	62,000	Dec. 31 '96		2	
Jos. Genelle	Knalt	do	100	30 M	1888	Salmon Arm, Tappen Siding and Notch Hill.	Fir, cedar, spruce and bull pine	3,858,255	3,011,467	795,352						June 30 '97		4	
Shuswap Milling Co.	Kamloops	do	40	10 M	*1886	Eagle River and Greely Creek, Spallumcheen.	Fir, cedar and bull pine	87,058	87,058		20,141	20,141				Dec. 31 '96		3	Jas. McIntosh, Manager.
G. Finney	Marble Cañon	do	30	10 M	1896	Adjacent Bonaparte Indian Reserve	do do	32,000	32,000							do 31 '96		2	
Confederation Life Assn., formerly Knight Bros	Popcum	Water	40	15 M	1886	South Cheam Ind. Reserve, Jones Creek, Tps. 2 & 3, R. 29, W. 6 M	Cedar, fir and cottonwood.											1	Not operating.
Tretheway Brothers	Chilliwick	do	30	10 M	1894	Harrison Lake	Cedar, fir and spruce	320,000	320,000							Dec. 31 '96		1	Not operating on limit.
Canadian Co-operative Society	Stave River	Steam	60	20 M	1897	Stave Lake	do do											3	Rebuilt.
Brunette Saw Mill Co.	Sapperton	do	200	75 M	1896	Stave River and Lake and Lillooet River.	do do	1,972,371	3,444,644							June 30 '97		3	Mills also at Vancouver.
British Columbia Timber and Trading Co.	New Westminster	do	200	75 M	1882	New Westminster District.	do do	3,295,513	3,295,513							do 30 '97		2	
Grant & Kerr	Ladner	do	40	20 M	1886	Near Mud Bay.	do do									Mar. 31 '97		3	
H. West	Langley	do	30	10 M	1886	Stave River.	do do	128,860	128,860							Jan. 31 '97			Not operating.
Jos. Martin & Sons	Harrison River	do	80	25 M	1883	Harrison River	do do												
J. R. Reilly & Co.	Ottertail	do	50	10 M	1892	Ottertail	Cedar, fir, spruce and jack pine	278,107	180,019	233,068						June 30 '97		4	
								15,254,503	16,527,913	5,914,788	217,616	217,616		62,000	62,000			35	

* Built in 1878

Department of the Interior.

No. 6.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 11th December, 1897.

JAS. A. SMART, Esq.,
Deputy Minister of the Interior.

SIR,—I have the honour to submit the usual financial and statistical statements relating to the work of this branch during the fiscal year ended 30th June, 1897. Having brought my report of last year down to the 31st December, 1896, I propose, in order to avoid repetition, to include in the present narrative only the transactions which have taken place between that date and the 1st July, 1897.

The schedules annexed are :—

A. Statement of sales made since the preparation of the last report. Total amount \$3964.81, of which sum, \$3,700.81 have been received on account.

(1.) At Fort Erie a strip of land in front of part of the Garrison Reserve containing 11 acres, was sold to Messrs. B. and E. Baxter, for the sum of \$1,650. The Messrs. Baxter obtained a lease of the land in question in 1886, and the sale was made by authority of an Order in Council dated 6th July, 1896, and in accordance with subsection 3 of Section 5 of the Act respecting Ordnance and Admiralty Lands (Chapter 55, Revised Statutes).

(2.) Lot No. 161 (contents $\frac{1}{2}$ acre) forming part of the Ordnance Reserve at Prescott was sold by public auction for \$330 upon the usual terms governing the sale of these lands, namely $\frac{1}{2}$ down, and the balance in 4 equal annual instalments with interest on the unpaid balance at 6 per cent per annum. In view of the fact that the average price realized for similar lots in 1889 was \$89.05, this sale cannot be regarded other than satisfactory.

(3.) Under the authority of an Order in Council dated 10th December, 1896, the Ordnance property known as "F. Magazine and Commissariat Stores," situate on the Grand Battery, at the corner of Rampart and George streets, in the city of Quebec, (2842 sup. ft.) was transferred from the Department of Militia and Defence to this Department for the purpose of being sold. A sale was accordingly made at and for the price of \$1,000 cash.

(4.) The Ordnance Reserve at Rond Eau, consisting of about 500 acres, was, pursuant to an Order in Council dated 7th April, 1897, sold to the Province of Ontario to form part of the Rond Eau Provincial Park, the consideration being \$100.

In addition to the sales above mentioned the undermentioned lands have been disposed of by lease. At Longueuil a small portion of the "Government Farm" was granted to the School Commissioners of St. John Baptist of Montreal South for the term of 99 years at a nominal rental, the land to be used for school purposes only.

The balance of this property was leased by tender to Messrs. Boivin, Wilson & Co. of Montreal, for one year from 1st June, 1897. Provision was made for the withdrawal from the operation of the lease, any portions of the land which might be required for railway purposes or for the purposes of any bridge to be constructed across the St. Lawrence River at this point.

A lease was also granted to the Sorel Agricultural and Athletic Association for a term of twenty-one years from the 1st May, 1897, of that part of the Ordnance property south of Victoria and east of Alfred street, in the City of Sorel, the land to be used for agricultural exhibitions and other purposes of public usefulness. Applications for other portions of the Victoria Reserve are now under consideration.

(B.) Statement showing the several localities on account of which moneys have been received. Total amount \$9,830.88. Refunds, \$258.11. Net receipts, \$9,572.77. The expenses of the branch for the corresponding period were \$672.89.

(C.) Statement showing the receipts month by month, divided into principal, rent or interest, and fees.

(D.) Statement showing the amounts due and remaining unpaid 30th June, 1897, in the several localities where Ordnance Lands are situated, classified as rent or interest and principal moneys. The total amount shown to be due is \$85,704.58, a considerable increase when compared with last year. The failure on the part of the corporation of the City of Toronto to carry out the agreement made with the Government for the payment of the land acquired for the Western cattle market in that city, is responsible for \$53,300 of the increase shown. Apart from this sum, the arrears have not increased to any appreciable extent.

Of the amount remaining unpaid by tenants, \$14,950 is due by the Government of the Province of Quebec for rent of the Commissariat Fuel Yard and a piece of land (contents $5\frac{1}{2}$ acres) in front of the new Parliament buildings in the City of Quebec, and \$5,680.53 by tenants in the City of Ottawa.

The principal Ordnance Lands remaining undisposed of are situate in the cities of Quebec and Sorel, at Chambly and Longueuil, in the Province of Quebec; at Dalhousie and Grand Falls, in the Province of New Brunswick, and at Point Pelee, Fort Erie, Niagara, Penetanguishene and along the line of the Rideau Navigation, in the Province of Ontario. Some confusion exists in respect to the control and management of the lands adjacent to the Rideau Canal. I would respectfully suggest that early steps be taken to arrive at a better understanding with the Department of Railways and Canals as to the lands necessary to be retained for the Canal Service.

During the year 410 letters were received, 531 letters written, (including several lengthy reports) and upwards of 1,200 notices and statements of account prepared and mailed to tenants and purchasers in arrears; 26 assignments were registered, 21 drafts of letters-patent were prepared and 120 warrants issued for the Bank of Montreal at Ottawa to receive moneys. In addition to these about 600 accounts open with the respective purchasers and tenants of Ordnance Lands situated in the older provinces have been carefully kept.

I have the honour to be, Sir,

Your obedient servant,

PERLEY G. KEYES,
Clerk in Charge.

A.—STATEMENT of Sales made during the six months ended 30th June, 1897.

Locality.	Number of Lots Sold or Redeemed.	Amount Sold for.		Amount Received on Account.	
		\$	cts.	\$	cts.
Fort Erie.....	11 acres.....	1,650	00	1,650	00
Ottawa.....	5 lots redeemed.....	884	81	884	81
Prescott.....	1 lot.....	330	00	66	00
Quebec.....	1 lot.....	1,000	00	1,000	00
Rond Eau.....	500 acres.....	100	00	100	00
		3,964	81	3,700	81

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 1st, December 1897.

PERLEY G. KEYES,
Clerk in charge.

Department of the Interior.

B.—STATEMENT showing the several localities on account of which Moneys have been received during the Fiscal Year ended 30th June, 1897.

Locality.	Amount.	Locality.	Amount.
	\$ cts.		\$ cts.
Amherstburg	2 00	Brought forward.....	6,732 58
Beaver Harbour, N.B.	0 50	Prescott.....	67 00
Burlington Beach.....	80 00	Quebec.....	1,060 00
Chambly.....	98 70	Queenston.....	2 00
Edmundston.....	44 19	Rond Eau.....	100 00
Elmsley.....	50 80	Sarnia.....	40 00
Fort Erie.....	1,761 63	Sorel.....	125 30
Fort Cumberland.....	175 00	Smith's Falls.....	150 00
Grenville.....	6 60	St. Joseph's Island.....	4 90
Grand Falls.....	12 50	Shelburne, N.S.....	31 00
Kingston.....	551 65	Three Rivers.....	160 00
Longueuil.....	403 00	Toronto.....	1,300 00
Montreal.....	3 00	Wolford.....	40 60
Niagara.....	253 87	Registration and office fees.....	77 50
Niagara Falls.....	2 00		9,830 88
Owen Sound.....	17 75	Refunds.....	258 11
Ottawa.....	3,069 39		9,572 77
Point Pelee.....	200 00	Net receipts.....	
Carried forward.....	6,732 58		

PERLEY G. KEYES,
Clerk in charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 1st December, 1897.

C.—STATEMENT of receipts on account of Ordnance and Admiralty Lands for the Fiscal Year ended 30th June, 1897.

Date.	Fees.	Rent or Interest.	Principal.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1896.				
July.....	14 00	298 15	100 00	412 15
August.....	4 00	359 23	150 00	513 23
September.....	4 50	346 85		351 35
October.....	2 00	1,807 82	210 00	2,019 82
November.....	6 00	215 73		221 73
December.....	4 00	115 58	20 31	139 89
1897.				
January.....	1 00	25 80	1,000 00	1,026 80
February.....		302 48	332 98	635 46
March.....	8 00	142 08	2,006 00	2,156 08
April.....	10 00	222 94	271 83	504 77
May.....	22 00	384 33		406 33
June.....	2 00	1 351 27	90 00	1,443 27
Total.....	77 50	5,572 26	4,181 12	9,830 88
Less refunds.....				258 11
Net receipts.....				9,572 77

PERLEY G. KEYES,
Clerk in charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 1st December, 1897.

D.—STATEMENT showing the amounts due and remaining unpaid 30th June, 1897, on account of rent and instalments of purchase money and interest.

Locality.	Rent or Interest due and unpaid 30th June, 1897.	Amount of In- stalments due and unpaid 30th June, 1897.	Total Due.
	\$ cts.	\$ cts.	\$ cts.
Carillon.....	2 80		2 80
Chambly.....	761 89	1,046 43	1,808 32
Crosby, South.....	2 01	11 20	13 21
Edmundston.....	53 50	319 95	373 45
Fort Cumberland.....	165 00		165 00
Grand Falls.....	592 65	790 28	1,382 93
Kingston.....	160 22	830 96	991 18
Montreal.....	37 51	113 63	151 14
Marlborough.....	40 00		40 00
Nepean.....	121 36		121 36
Owen Sound.....	29 65		29 65
Ottawa.....	5,803 17	392 00	6,195 17
Oxford.....	0 60		0 60
Presqu' Isle, N.B.....	0 50		0 50
Pittsburgh.....	1 08	6 00	7 08
Quebec.....	16,049 88	2,795 40	18,845 28
Sorel.....	191 35		191 35
Shelburne.....	50 00		50 00
Ste. Croix.....	3 58		3 58
Toronto.....	1,933 60	53,056 00	54,989 60
Vespra.....	77 38	250 00	327 38
Wolford.....	15 00		15 00
Totals.....	26,092 73	59,611 85	85,704 58

PERLEY G. KEYES,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, 1st December, 1897.

Department of the Interior.

No. 7.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, 5th January, 1898.

JAS. A. SMART, Esq.,
Deputy Minister of the Interior.

SIR,—I have the honour to enclose herewith the following statements necessary in the preparation of the departmental report for the year ended the 30th June last. These statements are as follows :—

- A. Statement showing number of entries cancelled.
- B. Statement of entries made at head office.
- C. Statement of homestead and sale entries made at the several agencies of the Department during the six months ended 30th June, 1897.
- D. Statement showing number of deeds of transfer recorded at head office.
- E. Statement showing number of acres of swamp lands in Manitoba transferred to Province of Manitoba.
- F. Statement showing number of patents forwarded to the several registrars ; and the number of notifications mailed to patentees.
- G. Statement abstract of letters patent covering Dominion Lands in Manitoba, North-West Territories and British Columbia, issued from the Department of the Interior during the calendar years 1896 and 1897.

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

WM. M. GOODEVE,
Chief Clerk, Land Patents Branch.

A.—STATEMENT showing the number of Entries cancelled during the Fiscal Year ended 30th June, 1897, also the Year in which such Entries were made.

Year.	Homesteads.	Pre-emptions.	Pre-emption Sales.	Time Sales.	Sales.
1873.	1				
1874.	1	1			
1876.		1			
1877.	2	2			
1878.		2			
1879.	4	3		1	
1880.				114	
1881.		4		3	
1882.	7	39			
1883.	15	37		6	
1884.	7	29	8	1	
1885.	5	12	6	1	
1886.	10	17		1	1
1887.	4	14	3	1	
1888.	19	19	6	7	
1889.	90	65	3	2	
1890.	48		1	4	
1891.	78		1	3	
1892.	123		1	6	
1893.	137		1	4	
1894.	199				
1895.	222		2		
1896.	96		1	1	
1897.	17				
	1,090	245	33	155	1

WM. M. GOODEVE,
Chief Clerk, Land Patents Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, 20th November, 1897.

B.—STATEMENT of Entries affecting Dominion Lands which were made at Head Office during the Fiscal Year ended 30th June, 1897.

Special Grants.		Hudson's Bay Co.		Canadian Pacific Ry. Co.		Manitoba & N.W. Ry. Co.		Manitoba S.W. Col. Ry. Co.		Calgary & Edmonton Ry. Co.		Railway Right of Way.		Total.	
No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
37	2,146	10	45,971	292	79,817	164	73,957	61	12,440	2	320	62	1,467	630	216,118

WM. M. GOODEVE,
Chief Clerk, Land Patents Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, 14th December, 1897.

Department of the Interior.

C.—STATEMENT of the Homestead entries and sales which have been made at the several Agencies of the Department during the six months ended 30th June, 1897.

	No. of entries.	Acres.
Homesteads.....	1,224	195,840
Sales.....		7,850

The following is a comparative statement of the Homestead entries and sales which have been made at the several Agencies of the Department during the fiscal years 1896 and 1897, respectively :—

	Fiscal year, 1896.		Fiscal year, 1897.	
	No. of entries.	Acres.	No. of entries.	Acres.
Homesteads.....	1,888	302,080	2,155	344,800
Sales.....		42,150		21,050

W. M. GOODEVE,
Chief Clerk, Land Patents Office.

DEPARTMENT OF THE INTERIOR,
Land Patents Branch,
OTTAWA, 14th December, 1897.

D.—STATEMENT showing the number of Deeds of Transfer recorded at Head Office' during the year ended 30th June, 1897.

Number of Deeds registered.....	158
Fees received in connection therewith.....	\$316 00

W. M. GOODEVE,
Chief Clerk, Land Patents Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, 14th December, 1897.

E.—STATEMENT showing the number of acres of swamp lands in Manitoba transferred by Order in Council to the Province of Manitoba up to the 30th June, 1897.

	Acres.
By Order in Council of 21st April, 1884.....	104,740
do 16th April, 1888.....	52,600
do 7th June, 1888.....	60,335
do 25th August, 1891.....	105,635
do 7th December, 1891.....	36,479
do 22nd April, 1893.....	69,680
do 21st October, 1893.....	13,040
do 4th October, 1895.....	50,602
do 31st October, 1896.....	53,520
do 31st October, 1896.....	6,960
do 10th November, 1896.....	137,016
do 1st December, 1896.....	117,250
Total.....	807,857

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, 14th December, 1897.

WM. M. GOODEVE,
Chief Clerk, Land Patents Branch.

F.—STATEMENT showing the number of patents forwarded to the several Registrars of the Land Registration Districts of the North-West Territories and the number of notifications mailed to patentees during the year ended the 30th June, 1897.

Registration Districts.	Number of Patents sent Registrars.	Number of Notifications mailed to Patentees
Assiniboia.....	523	541
East Saskatchewan.....	43	43
West do.....	20	20
North Alberta.....	392	398
South do.....	136	145
Totals.....	1,114	1,147

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, 14th December, 1897.

WM. M. GOODEVE,
Chief Clerk, Land Patents Branch.

Department of the Interior.

G.—ABSTRACT of Letters Patent covering Dominion Lands situate in Manitoba, the North-West Territories and British Columbia, issued from the Department of the Interior, during the calendar years 1896 and 1897.

Number.	Nature of Grant.	1896.		1897.	
		Number of Patents.	Number of Acres.	Number of Patents.	Number of Acres.
1	Homesteads.....	1,663	273,447	1,960	296,122
2	Sales.....	158	27,804	191	25,446
3	British Columbia homesteads.....	40	6,827	33	4,375
4	do sales.....	23	2,515	20	1,056
5	Canadian Pacific Railway nominees.....	179	34,341	189	37,089
6	do do grants.....	131	66,719	71	32,940
7	do do roadbed and station grounds.....	24	331	11	978
8	Half-breed allotments.....	5	1,146	168	40,320
9	North-West Half-breed grants.....	6	1,031	4	558
10	Manitoba Act grants.....	2	222	16	1,307
11	Special grants.....	48	4,363	83	20,729
12	Commutation grants.....	2	52	14	939
13	Manitoba North-Western Railway.....	193	51,801	21	3,687
14	Manitoba South-Western Colonization Railway.....	67	7,046	61	11,140
15	Hudson's Bay Company.....	3	7,232	3	5,483
16	Military homesteads.....	21	6,683	33	10,073
17	School lands sales.....	66	9,682	30	4,754
18	Parish sales.....	9	496	5	426
19	Coal land sales.....	3	183	2	176
20	Foreshore rights.....	7			
21	Assignments of mortgage.....	1		2	
22	Alberta Railway and Coal Company.....	8	28,980	5	37
23	Calgary and Edmonton Railway Company.....	4	960	48	2,024
24	Mineral rights.....	2		2	200
	Total.....	2,665	531,861	2,972	499,859

WM. M. GOODEVE,

Chief Clerk, Land Patents Branch.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,

OTTAWA, 21st January, 1898.

No. 8.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, 16th December, 1897.

JAMES A. SMART, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit herewith a statement showing the work of this Branch for the fiscal year ended 30th June last.

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

K. J. HENRY,
Registrar.

STATEMENT of work done in the Office of the Registrar of Correspondence during the year ended 30th June, 1897.

	1st July to 31st December, 1896.	1st Jan. to 30th June, 1897.	Total.
Letters received.....	21,316	31,260	52,576
do sent.....	24,354	32,127	56,481
Registered letters received.....	731	944	1,675
do sent.....	1,919	2,243	4,162
Totals.....	48,320	66,574	114,894

MONEY RECEIVED.

	1st July to 31st December, 1897.	1st Jan. to 30th June, 1897.	Total.
	\$ cts.	\$ cts.	\$ cts.
Cash.....	2,591 07	2,785 66	5,376 73
Cheques.....	26,587 63	37,613 39	64,201 02
Scrip.....	3,943 49	4,237 14	8,180 63
Money Orders.....	5,083 76	9,785 55	14,869 31
Totals.....	38,205 95	54,421 74	92,627 69

Department of the Interior.

No. 9.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH, Ottawa, 6th Dec., 1897.

J. A. SMART, Esq.,
Deputy Minister of the Interior.

SIR,—I have the honour to submit the following report referring to the accounts of this Department for the fiscal year ended on the 30th of June, 1897.

EXPENDITURE.

All moneys appropriated by Parliament for the different services under the control of this Department are accounted for in this office where accounts are examined and paid for by cheques.

Monthly statements of expenditure and revenue at head office and at all our outside service offices are prepared and sent to the Auditor General.

The details of expenditure appear every year in the Auditor General's annual report. Scrip notes are issued from this office.

REVENUE.

The revenue is derived from sales of Dominion Lands, School Lands and Ordnance Lands which are administered by this Department.

Eight statements hereto attached marked A, B, C, D, E, F, G and H show the revenue under general headings during the year as follows:—

“A,” the revenue received from the several agencies of the Outside Service, and at headquarters in Ottawa, on account of Dominion Lands to be: cash, \$187,424.19; scrip, \$19,429.38; total, \$206,853.57.

“B,” the revenue from Ordnance Lands, month by month, a total in cash of \$9,836.88.

“C,” the revenue from School Lands from Manitoba and the North-West Territories, amounting to \$24,292.43.

“D,” the revenue from registration fees from each of the registration districts in the North-West Territories amounting to \$10,204.74.

“E,” the revenues from fines and forfeitures in the North-West Territories, amounting to \$1,316.23.

“F,” the receipts on account of casual revenue, amounting to \$2,683.05.

“G,” seed grain and relief mortgage payments amounting to \$9,887.13.

“H,” the revenue received on account of Dominion Lands during the year in question. This is shown month by month under each sub-head. The total amount received is, in cash, \$187,424.19; and in scrip, \$19,429.38; total, \$206,853.57.

The amount refunded during the year has been in all \$15,010.54.

GENERAL OBSERVATIONS.

The system of book-keeping practised in this branch is of such a nature as will furnish speedily and accurately any information which may be required, a complete record of all transactions being kept. The financial correspondence is done by a member of the staff of this branch, which is composed of 1 chief clerk; 1 first-class clerk, 1 second-class clerk, and five third-class clerks.

Respectfully submitted,

J. A. PINARD,
Accountant.

A.—STATEMENT of Receipts on account of Dominion Lands for the fiscal Year ended
30th June, 1897.

	Cash.	Scrip.	Total.
	\$ cts.	\$ cts.	\$ cts.
Dominion Lands Agencies—			
Bathurst	150 00		150 00
Beaver Lake	26 00		26 00
Calgary	10,442 19	1,856 33	12,298 52
Coteau	1,945 86	160 00	2,105 86
Edmonton	3,988 68	364 44	4,353 12
Kamloops	9,356 86		9,356 86
Lethbridge	5,015 44	400 00	5,415 44
Little Saskatchewan	3,646 76	360 00	4,006 76
New Westminster	3,837 95	285 71	4,123 66
Prince Albert	1,125 60	180 00	1,305 60
Qu'Appelle	6,914 01	2,246 66	9,160 67
Red Deer	667 01		667 01
Souris	9,182 61	5,442 50	14,625 11
Swift Current	346 00		346 00
Touchwood	945 87		945 87
Lake Dauphin	7,470 90	400 00	7,870 90
Wetaskiwin	1,552 04	80 00	1,632 04
Winnipeg	10,069 71	5,153 74	15,223 45
Yukon District	5,861 50		5,861 50
Crown Timber Agencies—			
Winnipeg	34,440 62		34,440 62
New Westminster	23,012 52		23,012 52
Prince Albert	5,124 92		5,124 92
Calgary	4,578 08		4,578 08
Edmonton	1,836 68		1,836 68
Rocky Mountains Park of Canada			
Grazing lands	2,132 11		2,132 11
Coal lands	4,715 01	2,500 00	7,215 01
Stone quarries	81 00		81 00
Hay permits	31 50		31 50
Mining fees	5,243 68		5,243 68
Map sales, office fees, &c.	3,162 00		3,162 00
Fees re applications for patents, &c	834 10		834 10
Survey fees	4,157 50		4,157 50
Hudson's Bay Co.	3,485 12		3,485 12
Settlers' deposits	8,176 76		8,176 76
Surveyors' examination fees	40 10		40 10
Rentals (foreshores)	70 00		70 00
Suspense account	103 00		103 00
Irrigation revenue	3,519 20		3,519 20
Refund cheque not used, \$19.60. Overdeposits, 20c	115 50		115 50
	19 80		19 80
	187,424 19	19,429 38	206,853 57

J. P. PINARD,

Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

Department of the Interior.

B.—STATEMENT of Receipts on account of Ordnance Lands for the fiscal year ended 30th June, 1897.

Month.	Amount.	Total.
1896.		
	\$ cts.	\$ cts.
July	412 15	
August	513 23	
September	351 35	
October	2,019 82	
November	221 73	
December	139 89	
1897.		
January	1,026 80	
February	635 46	
March	2,156 08	
April	504 77	
May	406 33	
June	1,449 27	
		9,836 88

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

C.—STATEMENT of Receipts on account of School Lands for the fiscal year ended 30th June, 1897.

School District.	Amount.	Total.
	\$ cts.	\$ cts.
Manitoba	23,072 96	
Assiniboia	477 16	
Alberta	673 76	
Saskatchewan	68 55	
		24,292 43

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

D.—STATEMENT of Fees received from the Registrars in the North-West Territories for the fiscal year ended on 30th June, 1897.

Registration District.	Amount.	Total.
	\$ cts.	\$ cts.
Assiniboia	5,339 55	
North Alberta	1,900 76	
South Alberta	1,991 90	
East Saskatchewan.....	848 75	
West Saskatchewan.....	123 78	
		10,204 74

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

E.—STATEMENT of Receipts on account of Fines and Forfeitures in the North-West Territories for the fiscal year ended 30th June, 1897.

Date.	Through Whom Paid.	Amount.	Total.
		\$ cts.	\$ cts.
1896.			
July 17.....	His Honour the Lieut.-Governor of the North-West Territories...	137 00	
Aug. 31....	do do do	454 20	
Nov. 2....	do do do	218 67	
1897.			
Feb. 18....	do do do	249 50	
Mar. 2....	do do do	38 50	
Apr. 9....	do do do	28 50	
June 15....	do do do	189 86	
			1,316 23

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

Department of the Interior.

F.—STATEMENT of Casual Revenue for the fiscal year ended 30th June, 1897.

Name.	Particulars.	Amount.
		\$ cts.
Land Commissioner, Winnipeg.	Proceeds of sale of an old buggy.	10 00
do do	do scrap iron.	1 50
G. A. Stewart	do brick and lime.	7 72
A. D. L., Touchwood.	do two old stoves.	7 20
G. A. Stewart	do lumber.	2 30
Land Commissioner, Winnipeg.	do seed grain.	481 21
do do	do 6½ bush. wheat.	2 60
Canadian Pacific Railway.	Refund, account freight on seed grain.	79 20
Land Commissioner, Winnipeg.	do do	98 00
North-West Mounted Police.	Proceeds of sale of sacks.	5 44
do do	do seed grain.	1,019 11
do do	do sacks.	33 80
Otto J. Klotz.	Refund, account travelling expenses.	17 15
John Johnston.	do do	278 59
W. F. King	do do	292 28
Otto J. Klotz.	do do survey of 1896.	12 36
Hon. Hugh J. Macdonald.	do do	7 10
A. J. Brabazon	Refund, account survey of 1896.	261 56
do do	do 1896.	23 50
John Johnston.	Refund of medical examination fee.	5 00
A. D. L., Touchwood.	Repayment, account grain, &c., Sheho Lake settlers.	18 69
O. Foursin	Refund of commission on one settler.	8 00
C. Glass.	Proceeds of sale of manuals of survey.	3 00
Grand Trunk Railway.	Refund of portion of unused ticket.	2 45
Peter Fleming	Refund.	5 29
		2,683 05
Repayments *	Account, relief mortgages of 1876.	898 67
do *	do seed grain advances, 1894.	2,005 21
do *	do do 1896.	2,598 37
		8,185 30

* The above three items appear on Statement (G) of Repayments of Seed Grain Advances.

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

G.—STATEMENT showing Seed Grain and Relief Mortgage Repayments for the fiscal year ended 30th June, 1897.

Relief Mortgages of 1876.	Seed Grain Advances of 1886-87-88.	Seed Grain Advances of 1890.	Seed Grain Advances of 1894.	Seed Grain Advances of 1895.	Seed Grain Advances of 1896.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
898 67	862 86	694 48	2,005 21	2,827 54	2,598 37	9,887 13

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

H.—STATEMENT of Receipts on account of Dominion Lands for the fiscal year ended 30th June, 1897.

Month.	Homestead Fees.		Inspection Fees, &c.		Cancellation Fees.		Improvements.		General Sales of Lands.		Timber Dues.		Rents from (grazing Lands.		Hay Permits, Mining and Stone Quarries.		Surveyors' Examination Fees.		Rocky Mountains Park of Canada.		Map Sales, Office Fees, &c.		Survey Fees.		Fees re Applications for Patents.		Miscellaneous.		Total.			
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1896.																																
July.....	1,609 00		230 00		263 25		2,298 77		6,942 59		461 41		1,392 55		208 93		39 61		210 33		515 00		163 70		14,385 14							
August.....	1,581 00		140 00		539 36		3,044 87		3,390 51		166 27		538 30		425 50		40 24		330 00		330 00		2 00		10,218 05							
September.....	1,320 00		160 00		276 15		1,933 05		4,349 71		428 28		166 50		210 50		41 85		378 05		260 00		221 00		9,745 09							
October.....	1,440 00		210 00		183 75		4,917 84		7,763 56		529 06		1,174 95		131 50		32 40		120 00		535 00		3,308 50		20,226 56							
November.....	1,570 01		170 00		430 89		4,204 98		8,040 26		245 85		93 15		344 25		42 65		465 00		312 50		50 50		15,625 04							
December.....	1,470 00		160 00		188 46		3,728 87		10,503 00		309 65		226 80		52 75		70 79		48 18		482 50		102 00		18,360 42							
1897.																																
January.....	904 90		150 00		169 20		3,009 73		7,893 67		272 67		387 40		323 93		104 36		9,229 56		232 50		130 20		13,716 83							
February.....	1,345 00		135 00		227 04		6,410 65		5,089 13		363 58		381 30		32 50		153 05		6,634 42		225 00		311 00		24,302 81							
March.....	1,356 00		215 00		285 00		2,425 09		2,525 39		168 18		469 45		64 00		33 35		1,144 16		310 00		21 20		8,776 58							
April.....	1,895 00		170 00		494 51		2,510 26		5,947 90		256 55		881 35		114 00		157 60		562 18		270 00		1,915 50		13,218 33							
May.....	3,018 00		250 00		384 90		10,533 95		4,707 17		608 06		1,123 00		55 75		45 30		1,688 43		360 00		1,262 50		14,784 53							
June.....	3,670 00		310 00		360 00		4,317 47		1,839 33		315 45		1,683 43		168 50		33 85		11,911 88		330 00		7,510 10		187,424 19							
Sept.....	21,179 00		2,300 00		3,737 01		49,335 53		68,992 82		4,715 01		8,518 18		2,132 11		795 05		70 00		4,162 50		7,510 10		206,853 57							
	21,179 00		2,300 00		3,737 01		66,264 91		68,992 82		7,215 01		8,518 18		2,132 11		765 05		70 00		4,162 50		7,510 10		206,853 57							

J. A. PINARD,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, 30th November, 1897.

Department of the Interior.

PART II

DOMINION LANDS SURVEYS

Department of the Interior.

SURVEYS.

DEPARTMENT OF THE INTERIOR,

TOPOGRAPHICAL SURVEYS BRANCH,

OTTAWA, 1st February, 1898.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows on the operations of the Topographical Surveys Branch during the past year. The surveys were on a somewhat more extensive scale than in former years, no less than seven surveyors being employed in connection with the Yukon district.

The surveys made by the Topographical Surveys Branch may be divided into four classes: township, boundary, irrigation and Yukon surveys. Township surveys will first be described.

MANITOBA.

The bulk of the township subdivision surveys was in the Lake Dauphin and Swan River districts, four parties being engaged on the work.

Mr. James Dickson, D.L.S., started for Lake Dauphin on the 29th of April, having with him as assistant, Mr. R. W. Hermon, D.L.S. He left Dauphin after completing the survey on the 26th November, having subdivided eight townships or parts of townships. Nearly the whole of these townships are wooded, but a considerable portion has been overrun by fire. The land is generally good, some is of excellent quality. A large number of Galicians went to this district during the summer, many taking up lands as soon as the lines were marked on the ground. Mr. Dickson reports the presence of salt in quantities in township 32, range 18, and expects to see its manufacture commenced on a large scale in the near future, railroad communication being now available. Prior to the construction of the Canadian Pacific Railway, the Hudson's Bay Company made salt here for the use of their posts.

Mr. A. F. Martin, D.L.S., had as assistant Mr. F. X. Fafard, D.L.S., they were located south of Mr. Dickson. The survey was commenced in the latter part of April and completed on the 24th December. The first work was in townships 22 and 23, range 16. These townships were, it is said, shown as subdivided on maps issued by the Canadian Pacific Railway land department; a number of intending settlers had been on the land hunting for survey marks and were much disappointed because they could not find any. Portions of these townships are wet and marshy, but can easily be drained. Laurier, a station of the Lake Manitoba Railway and Canal Company's railway, is in township 22, range 16; although but a year old it is already a thriving village. Makinak, another station of the same railway, is in township 23, range 16, it will probably become an important point. Township 23, range 20, was settled by Galicians in advance of the survey; although the improvements were delayed by the uncertainty of their locations, they had made considerable progress, and seemed to be well satisfied. Mr. Martin reports that they are honest and industrious; he believes that the settlement will prove a success.

Further north along the Swan river were the parties of Messrs. P. R. A. Bélanger, D.L.S., and E. W. Hubbell, D.L.S.

Mr. Belanger left Ottawa on the 30th March, and closed his operations on the 20th November. During the season he surveyed a total of 335 miles, which in a wooded country like the Swan River district is a very creditable showing. His work was on the south side of the tenth base line. The land along the Swan river consists generally

of patches of prairie, interspersed with bluffs of poplar, but much of it is wooded and has been overrun by fires. There is a fair proportion of very good land and abundance of hay. Large spruce is found in some of the valleys. Further away from the river the land is wooded and the quality not so good. The whole country is well watered and forms a very desirable addition to the lands available for settlement.

Mr. Hubbell had as assistant Mr. A. C. Talbot, D.L.S. They left Ottawa in the beginning of April, and the survey was closed on the 2nd of December. Mr. Hubbell commenced by re-marking townships 29, ranges 31 and 32, west of the principal meridian, in which about half the corners had disappeared. He next proceeded to the Swan river by way of Fort Pelly, meeting on the way a number of Galicians settled near township 28, range 3, west of 2nd meridian, who complained that the marks of the survey had been destroyed. Mr. Hubbell thinks that a few of the townships around the Crooked lakes will have to be re-posted. The Swan River valley, Mr. Hubbell says, is about 25 to 30 miles wide, drained by the Swan and Woody rivers and their tributaries, the principal of which are Roaring, Favel, Sinclair and Bearshead creeks. His work was north of the tenth base, over country similar to that described by Mr. Belanger. A great drawback to settlement is, Mr. Hubbell says, the Indian hay reserve, which includes all the hay of any account in the vicinity. The Indians for whom it is intended are sixty miles from it, so far they have not cut any hay there and have more on their own reserves than they can use.

Mr. Hubbell mentions the necessity of a bridge over the Swan river, a matter which will probably be attended to in the near future by the local government. He also points out that although the whole country is well stocked with immense herds of moose, they will soon become extinct like the buffalo if the Indians are allowed to continue their indiscriminate slaughter. The subject is worth the most serious consideration.

A fifth survey party, in charge of J. E. Woods, D.L.S., with C. F. Aylesworth, D.L.S., as assistant, was employed in Manitoba and for a short time in Assiniboia. He left Ottawa on the 1st of June and closed operations in the beginning of December. He had in the first place to remove the marks of surveys previously made under the impression that the boundaries of townships and sections in Manitoba could be changed and moved under the authority of parliament. A recent judgment of Chief Justice Taylor, of Manitoba, establishes the fact that when Dominion lands are granted or patented, they cease to be under the control of the Dominion, property and civil rights being placed by the British North America Act within the jurisdiction of the provinces. The balance of Mr. Woods' work consisted in re-posting obliterated surveys and in correcting erroneous surveys, when the consent in writing of the parties interested had previously been given. Work was commenced in township 10, range 1, west of 2nd meridian, where most of the land had been taken up, but the progress of the settlement had been greatly delayed on account of very bad surveying. Mr. Woods adjusted matters as well as could be done under the circumstances, and then proceeded to townships 6, ranges 8 and 9, west of principal meridian, which he re-posted. This is the French settlement of Notre Dame de Lourdes, and is said to progress favourably. The next work was re-posting the south boundary of township 1 across ranges 6 and 7, west of the principal meridian. At this place several roads were crossed, coming from the United States side of the boundary, and undoubtedly made by trespassers who have been cutting timber on the Canadian side for the last fifteen years. In townships 14 and 16, range 16, west of the principal meridian, the recent re-survey was erased and the marks of the original survey re-established. Townships 19, ranges 12 and 13, were re-surveyed. Mr. Woods met no less than seven different parties of land hunters on the same day in one of these townships.

Wm. Burke, D.L.S., of Minnedosa, Manitoba, was employed for a short time renewing survey marks in townships 18 and 19, range 13, and township 19, range 14, west of the principal meridian, for the purpose of locating settlers who had just arrived and could not find any lines.

Department of the Interior.

NORTH-WEST TERRITORIES.

A request having been made by the Yorkton Board of Trade for the survey of the line between ranges 3 and 4, west of 2nd meridian, with the object of opening a road to the Dickinson timber limits on the Red-deer river, Mr. C. C. DuBerger, D.L.S., was placed in charge of the work. He left for the North-west on the 30th of July and closed operations on the 7th November, having surveyed during that time about 52 miles. The country being nearly all wooded, the difficulties of transportation were considerable. In order to expedite matters the North-west Government were asked to have the road cleared as the survey progressed, but owing to lack of funds the suggestion could not be acted upon. The survey should not be resumed until the North-west Government are ready to co-operate by opening the road.

J. K. McLean, D.L.S., with Mr. R. Lendrum, D.L.S., as assistant, had charge of the surveys in Alberta. He was instructed to commence by locating the road from Sturgeon river, 23 miles from Edmonton, to Athabasca Landing. This road has been in use for many years for forwarding supplies to the Hudson's Bay Company's posts in the Mackenzie district. The traffic has been increasing rapidly during the last few years and many independent traders are now extending their operations to the far north. Wishing to remove any possible obstructions to the road, the North-west Government made a requisition for its survey and transfer to the Territories. The work was executed on the ground by Mr. McLean, who also surveyed river lots on the Athabasca river and laid out another road along the river front, also at the request of the North-west Government. The balance of the season was devoted to the subdivision of lands on the Sturgeon river upon which a number of squatters are located.

BRITISH COLUMBIA.

The terms of the contract made with the province of British Columbia for the transfer of the railway belt to the Dominion are vague and indefinite; they have been a constant source of difficulties between the two governments for the last fifteen years. As to many of the lands, it was not possible to ascertain whether they belonged to the Dominion or to the province; in other cases, although the lands clearly belonged to the Dominion, they had been surveyed and dealt with by the province. The regulations did not take these difficulties into account but directed the surveyor to lay out the Dominion lands into townships and sections. The result was that practically the survey operations in the railway belt had come to a deadlock. When a surveyor came to a place where lands had been laid out or occupied under provincial authority, he had to abstain from making any surveys in the vicinity, or if he did not his surveys could not be confirmed because they were not made as directed by the regulations. A compromise has recently been agreed upon by both governments which, it is expected, will remove all difficulties standing in the way of surveys.

The season's operations in the railway belt had, owing to the cause above mentioned, little practical result. Mr. Jos. E. Ross, D.L.S., of New Westminster, British Columbia, was in charge with Mr. Geo. F. Austin, D.L.S., of Dewdney, Alberta, as assistant. The surveys consisted of a few section lines in New Westminster district and some islands in the Fraser river, after which the party moved to Kamloops district. Surveys were made south of Revelstoke, at the head of Arrow lake, on the Spallumcheen, and on Louis creek north of Kamloops. Mr. Austin was obliged to leave the party before the end of the season on account of the state of his health.

The development of mining operations in the East Kootenay district has attracted a number of settlers to the banks of the Columbia river above Golden; in a short time nearly all the arable land available on the east side of the river was taken up. The settlement was facilitated by the construction of a wagon road along the river by the Provincial Government. The settlers were naturally anxious to have their farms surveyed; their case having been submitted to the Minister, he directed instructions to be given to Arthur St. Cyr, D.L.S., to make the survey. Mr. St. Cyr left Ottawa on the 16th January, 1897, and on the 8th May had completed the work, involving one hundred miles of traverses in addition to the section lines. The Columbia valley lies

between the Beaverfoot range on the east and the Selkirk range on the west. Timber is sparse on the Beaverfoot, while it is heavy on the Selkirk slopes. The average width of the valley is one mile and a half. The river branches into numerous channels forming low islands flooded at high water. Natural meadows produce enough hay for the needs of the settlers. The valley bottom is a rich loam, upon which all kinds of vegetables are grown. The climate is mild, but the rainfall is not quite sufficient and irrigation has been resorted to. The river is navigable to the Columbia lakes, a distance of over one hundred miles; it is about 120 yards wide with a mean depth of six feet at high water. Its navigability has been much improved. Light draught steamers run weekly from May to October.

BOUNDARY SURVEYS.

Mr. Otto J. Klotz, Astronomer, and his assistant Mr. J. L. Coté, D.L.S., were engaged in plotting the survey of the north shore of Lake Erie. It was explained in last year's report that the object was to define the international boundary line across Lake Erie, which is described by the commissioners appointed under the Treaty of Ghent as a line running "southerly and westerly along the middle of Lake Erie in a direction to enter the passage immediately south of Middle Island." The American shore of the lake has been accurately surveyed by the United States Lake Survey, but no precise survey had ever been made of the Canadian shore and, therefore, the line running along the middle of the lake could not be located on the charts. Mr. Klotz's survey will supply this deficiency; the work is well advanced and when completed will afford the information necessary for defining the extent of Canadian jurisdiction.

Negotiations have been pending for several years between the Dominion, Ontario and Manitoba Governments for the survey of the boundary line between the provinces of Ontario and Manitoba. The Ontario boundary is defined in chapter 28, 52 Victoria, 1888-89, of the Imperial Parliament in the following words: ". . . to the north-west angle of the Lake of the Woods, thence along a line drawn due north until it strikes the middle line of the course of the river discharging the waters of the lake called Lac Seul or the Lonely Lake, whether above or below the confluence with the stream flowing from the Lake of the Woods towards Lake Winnipeg, and thence proceeding eastward from the point at which the before-mentioned line strikes the middle line of the course of the river last aforesaid, along the middle line of the course of the same river (whether called by the name of the English River or, as to the part below the confluence, by the name of the River Winnipeg) up to Lac Seul or the Lonely Lake."

The line which had to be defined was that portion of the above boundary which forms the boundary between the provinces of Ontario and Manitoba; it extends from the north-west angle of the Lake of the Woods to the Winnipeg river. The provinces of Ontario and Manitoba were invited to join the Dominion in appointing a commission for marking the line on the ground. The government of Manitoba declined to join, stating that not owning the land, timber or minerals, their interest in the matter was not sufficient to justify the expenditure. The commission was accordingly confined to representatives of Ontario and of the Dominion, Mr. Elihu Stewart, D.L.S., of Collingwood, Ontario, acting on behalf of the Dominion, and Mr. Bryce J. Saunders, O.L.S., on behalf of Ontario. The line is fifty-eight miles, twenty-seven chains and twenty links in length; it strikes the Winnipeg river about six miles below the mouth of the English river. It is posted throughout with both cedar and iron posts surrounded in most cases by stone mounds. Connections were made with the township lines, mining locations and Indian reserves in the vicinity. A thorough reconnaissance was made of the adjoining country.

IRRIGATION SURVEYS.

Since their inception in 1894, irrigation surveys have been directed by Mr. J. S. Dennis, Chief Inspector of Surveys; division "A" under his personal supervision, division "B" under that of Mr. A. O. Wheeler.

During the past season, division "A" was composed of two parties; one in charge of R. W. Macintyre, C.E., the other of Oliver York, C.E.

Department of the Interior.

Mr. Macintyre first made a rapid survey of the St. Mary river, through townships 3 and 4, to find an intake for the St. Mary canal at a lower level than that previously located in section 36, township 1, range 25. Unfortunately, owing to the frequent occurrence of cut-banks and adverse topographical features, the project was not found feasible. Its realization would have been a great saving in cost of construction, and the conduct of water to the Lethbridge plains more readily accomplished.

He next made a traverse along the west bank of the Waterton river as far as the narrows between the middle and upper lakes, and obtained a cross-section at the outlet from the lower lake, having in view the future construction of a dam at this point to increase the storage capacity of the basin of the lakes. While in the district, levels were carried along the east and west boundaries of township 3, range 28.

For the remaining portion of the season, levels were carried along township outlines of the lands survey system situated on the southern slopes of the Cypress hills, to ascertain the feasibility of diverting the waters of Battle creek and Cypress lake to Swiftcurrent creek, by way of the Whitemud river; and also for the purpose of establishing a base for a topographical survey of the watershed of the Cypress hills. The work was a continuation of that performed by Mr. James Gibbons, on the northern slopes of the same watershed, during the previous season.

Mr. Macintyre reports that the diversion of water from Battle creek to Cypress lake is feasible, and can be accomplished at small expense; also that the waters of Belanger creek, now flowing to Whitemud river, can readily be diverted to the same lake. By this means the level of the lake can be raised at least fifteen feet, but by doing so, a quantity of hay land now used by settlers will be submerged; moreover the water stored can only be diverted to the south.

On the strength of the investigations of the previous year, a careful survey was made of the Whitemud river as far as the height of land between it and Swiftcurrent creek. Owing to the small fall of the stream and the frequent cutbanks and numerous ravines and coulees that intersect the valley, it was found that the cost for outlay and maintenance of such a scheme would be prohibitive at the present stage of irrigation.

Mr. Oliver York was employed in Eastern Assiniboia, locating reservoir sites and storage basins to hold the spring runoff, and so furnish water supply for domestic and stock-watering purposes during the dry summer months.

He located one site for a dam on Moosejaw creek, two on Cottonwood creek, one on Wascana creek, one on Boggy creek and one on Manybone creek. He further examined a dam built across the Qu'Appelle river, a short distance east of the fort, and finally made a cross-section of the Qu'Appelle valley near the eastern extremity of Highpound or Buffalo lake, where, he reports, a dam built to a mean height of 7 feet with a length of three-quarters of a mile, will raise the water in the lake 4 feet above its present level.

Division "B," in charge of Mr A. O. Wheeler, continued the topographical survey of the portion of the foothills area and eastern slope of the Rocky Mountains forming the watershed for the supply available to irrigable lands in Alberta.

For the purposes of the survey he used a photographic camera and transit, and in conjunction therewith, extended micrometer traverses up the main streams and their branches.

He first supplied omissions in the photographic work of the previous season caused by smoke from forest fires, and extended the survey northward to the Bow valley; at the same time the secondary triangulation was carried on. Work was completed in the Sheep River basin, and extended over a large portion of the Highwood River basin.

During the latter part of the season micrometer traverses were made up the Highwood river and its main tributaries—Pekisko, Cataract and Stimpson creeks to their heads.

Finally a location for a base to fix the scale of the survey was selected in the Highwood river valley; and a preliminary measurement and levels taken. Previously the main and secondary triangulation had been extended southward from one of the sides of D. L. S. Drewry's triangulation up the Bow valley. It is now desired to provide an independent base to check the work already done. The operations of the division were closed before the final measurement and expansion from the base had been completed.

On the 30th June last, Mr. J. S. Dennis who had organized and managed irrigation surveys since 1894 severed his connection with the Department of the Interior to assume the position of Deputy Commissioner of the newly created Department of Public Works for the North-west Territories. The loss of Mr. Dennis' services was a serious one for the department, with which he had been so long connected, but out of consideration for the public interest, he consented to continue the supervision of the work so far as his new duties would permit. His successor has not yet been appointed.

THE YUKON DISTRICT.

The early history of the Yukon district has been fully related in the annual reports of the Department of the Interior. It will be remembered that a detachment of twenty members of the North-west Mounted Police had been sent to the Yukon in June 1895. The officer in command, Inspector Constantine, in addition to his duties as a police officer, was authorized to represent all the departments of the government having business in the district and to act as Dominion lands agent, Collector of Customs and Collector of Inland Revenue; he was therefore in charge of the whole administration of the district. At the same time, Mr. William Ogilvie, D.L.S., who was then the greatest authority on that portion of the territories, having spent several years in it and explored it from the Pacific to the Arctic shores, was again sent to the district with instructions to make all surveys required whether for mining claims, building lots or other purposes, and to mark the 141st meridian across the mining localities, this meridian forming the boundary between Alaska and Canada. The United States Government was duly advised of Mr. Ogilvie's instructions and invited either to co-operate with the Dominion Government by appointing a surveyor to act jointly with him in defining the line between the two countries, or, if the co-operation in surveying the line could not be had, to recognize Mr. Ogilvie's demarcation on the ground for the present, without prejudice to the rights of either party when at a later stage a joint delimitation of the line should be made. The United States Government expressed a preference for a joint survey and a resolution appropriating \$75,000 to defray the United States share of the expenses was passed in the Senate and House of Representatives and approved on the 20th February, 1896. A draft convention for the demarcation of so much of the 141st meridian as might be necessary for the determination of the boundary between the two countries was prepared by the State Department of the United States and signed on the 30th January, 1897, by Sir Julian Pauncefote, Her Majesty's Ambassador at Washington, and the Hon. Richard Olney, United States Secretary of State, but it was not ratified by the Senate of the United States.

Mr. Ogilvie's original instructions contemplated that he should come back in 1896. In view of the action of the United States Congress in February, 1896, in appropriating \$75,000 for surveying the boundary, it was thought that their survey parties might perhaps be sent out during the following summer. Mr. Ogilvie was, in consequence, requested to defer his departure until the receipt of further instructions, in order that he should be in a position to co-operate with the United States parties if any were sent out. A little later, it was clearly seen that no action in the matter could be taken by the United States Government during the summer of 1896. Mr. Ogilvie was informed accordingly by letter, dated 24th July, 1896, and instructed to return to Ottawa for the winter. This letter did not reach him until the 11th September, 1896. He made arrangements at once for leaving by the next steamer; day after day passing without a sign of her arrival, he determined to start up the river on the 27th September. On the 25th a violent snow storm put an end to his intended trip; in a few days the river was closed with drifting ice. In one respect this was a fortunate circumstance; his presence on the ground during the winter of 1896-97 was of great service to the whole population, and helped to prevent conflicts in the newly discovered gold fields. He was able to make a survey of all the lands applied for at or near Dawson, he marked out for the applicant, Mr. Joseph Ladue, a part of the town site into lots, surveyed nearly 200 claims on Bonanza and Eldorado creeks, settled quietly and without trouble nearly all, if not all, the disputes on those creeks, and there were many, and perhaps, most important of all, educated the miners fairly well in the requirements of the mining law.

Department of the Interior.

In the spring of 1897 he proceeded to Selkirk to make a survey of lands applied for. Just before arriving, on the 12th June, he met Mr. Fawcett who was coming to relieve him. They proceeded together to Dawson, and Mr. Fawcett had for several weeks the advantage of Mr. Ogilvie's experience and advice. His thorough knowledge of the country and its conditions proved of the greatest assistance in organizing the administration. Leaving Cudahy in August, he reached San Francisco on the 15th September, being detained there by illness until the end of the month. From San Francisco he went to Vancouver where he joined the Minister and accompanied him on his trip to Tagish lake. He returned to Ottawa on the 13th December, and has since been engaged at office work.

The first news of the Klondike gold mines was communicated by Mr. Ogilvie in his letter of the 6th September, 1896, which was received on the 20th October, 1896. This letter, as well as those which followed, contained full particulars of the discoveries and of the extraordinary richness of the ground. They were all published in the report of the Department of the Interior for 1896. They were also embodied in a pamphlet compiled in this office, and entitled, "Information respecting the Yukon District." The manuscript of this pamphlet was handed over to the printers on the 8th June, 1897. It contained the report of Mr. Ogilvie's exploration in 1887, notes on the history of the district, means of access, etc., collected from various sources, views from Mr. Ogilvie's photographs and five maps compiled and photolithographed in this office. The pamphlet remains to this day the most complete and reliable source of information available. It has been reproduced in full or in part by several publishers, and extracts from it form the bulk of many recent Klondike publications. Notwithstanding the wide circulation of these reports, and although the news was given to the press and published all over the country in the fall and winter of 1896, they did not attract much attention from the public. The present excitement dates from the arrival of the steamer Portland at Seattle, in the end of July, 1897, with the first contingent of successful miners.

One point was repeatedly mentioned in Mr. Ogilvie's reports, viz., the necessity of placing the whole land and mining business of this department in the hands of a competent surveyor. Hitherto, Inspector Constantine had been acting as Dominion land agent, but the business had already grown to such proportions that he was unable to properly attend to it and to the numerous other duties entrusted to him. In view of the anticipated rush to the gold fields, it was felt that something should be done to place the administration on a sound basis and to provide for the speedy adjustment of the disputes constantly arising between claim holders. A placer mining claim differs widely from ordinary real estate; two posts planted in a hurry and under circumstances of great excitement, mark its length along the creek or gulch, but the width of the claim and the direction of the end boundaries are not marked and are a frequent cause of dispute among claim holders. The apportionment of water for sluicing, of firewood for thawing the ground, the construction of ditches, the drainage of claims, etc., are all matters which require personal investigation on the spot and technical knowledge for their adjustment. Accordingly in May last, Mr. Thomas Fawcett, a Dominion topographical surveyor of wide experience, was appointed by Order-in-Council land agent and gold commissioner for the provisional district of Yukon, with authority to act for the Minister of the Interior in matters relating to the administration of the district. The powers vested in the gold commissioner by the mining regulations are very extensive; he can hear and determine all disputes in regard to mining property.

Mr. Fawcett left Ottawa on the 1st May, 1897, with a party consisting of two surveyors, Messrs. James Gibbon and E. D. Bolton, and four men. He crossed over the Dyea pass, taking two Peterboro canoes with him. At Lake Bennett he left his party with instructions to complete the transport of the outfit, and started with one man for Dawson, where he arrived on the 15th June, having made the journey from Lake Bennett in ten days. There he met Inspector Constantine and accompanied him to Cudahy, where he took formal charge of the office records. Returning to Dawson, he had Mr. Ogilvie's assistance in organizing the administration, and by hard work and long office hours succeeded in putting it into proper shape. His party under Mr. Gibbon had been surveying lands applied for at Selkirk. On their arrival at Dawson

they were employed in straightening the town lot surveys. A small office was put up for Mr. Fawcett by the Alaska Commercial Company, for which he paid \$50 per month. On the night of August 29th the office was broken into and \$2,400 in dust and gold coin stolen.

The loss of two men who left the service and the necessity of building a house for himself and party prevented further surveying operations. At the rate of pay allowed by the instructions, \$1.50 per day, it was not possible to obtain at Dawson the labourers necessary for making surveys.

Before his departure, arrangements had been made with the North-west Mounted Police Department to supply rations to his party for one year, the police contract with the North American Transportation and Trading Company being increased to cover the supplies needed. The company did not carry out their contract and Mr. Fawcett was notified by Inspector Constantine to make whatever arrangements he could to obtain supplies for the coming winter.

In August 1897, Messrs. J. A. Cadenhead and R. W. Cautley, Dominion land surveyors, K. A. Clark, a clerk, and two young men, Messrs. R. H. Fortune and R. Barrow, were sent to assist Mr. Fawcett; they started with Inspector Harper and a party of twenty men of the North-west Mounted Police. Mr. Clark left them on the way, joining a private expedition so as to gain time and arrived at Dawson at the end of September. Inspector Harper's party arrived on the 10th of October. Mr. Fawcett went immediately to interview the managers of both Commercial Companies, was shown all through their warehouses and told what was on hand. They figured closely to determine the maximum amount he could be allowed and the number of those who could be fed was limited to six. To keep all his men until they could be sent out over the ice would have exhausted the whole of the food available for the party, so he sent the new arrivals to Fort Yukon in charge of Mr. Cadenhead. The North American Transportation and Trading Company having few supplies at that place, an order was obtained from Capt. Hansen of the Alaska Commercial Company on the stores at Fort Yukon for whatever supplies the party required while there and also enough to bring with them over the ice to last until June. It was proposed that they should remain at Fort Yukon until the days became longer, returning in March or April, by which time they would still be able to use sleighs in moving around and attending to some of the surveys. Mr. Cadenhead's party proceeded safely to within fifty miles of Fort Yukon where they found themselves blocked by an ice jam and had to abandon their boat. They packed their blankets the remainder of the journey and reached their destination without further mishap. They were received with the greatest kindness by Capt. Ray, of the United States Army, who had taken charge of the stores at Fort Yukon in the name of the United States. He not only furnished the provisions required by the party but assisted them in every way to make their sojourn as comfortable as circumstances would allow.

Some idea of the immense amount of business at the Gold Commissioner's office may be realized from the fact that he has had to place a list at the door upon which persons having business to transact enter their names; each is admitted when his number is reached, so that every one is sure of getting in at some time. Before this system of registration was adopted, people began to collect at the door at midnight so as to be first in the morning, and the noise was so great that sleep was impossible for the employees inside the building.

When on the 16th June, Mr. Fawcett opened his office at Dawson, the number of claims recorded during the previous two years was less than 700; six months later, at the date of his last communication (13th December, 1897), the number had been increased to 3,800. Later advices seem to indicate a continuation of the rush for recording claims, and it is fair to assume that the number at this date is not far from 6,000. Taking into consideration that more than half of Mr. Fawcett's time is occupied in holding court, the arduous nature of his duties may be understood. In six months, he had collected \$87,179.94. The river boats failing to make a last trip upon which he was depending for sending the gold he had on hand to San Francisco, he was fortunate enough to make arrangements with the North American Transportation and Trading Company by which they took it at \$16 per ounce, giving their cheque on Chicago or the amount.

Department of the Interior.

One of the Gold Commissioner's duties is to take charge of all the property of deceased miners until the issue of letters of administration. He has transmitted \$48,026.93, being the amount received to date on account of the Karlson estate. Mr. Fawcett's letter on this subject, and Andrew Anderson's declaration are appended as interesting illustrations of the prospector's life.

ROUTES TO THE YUKON.

A sum of twelve thousand dollars was appropriated for exploring and surveying routes to the Yukon. After duly considering the state of our knowledge of the different passes, it was decided that the money could be spent to best advantage by despatching two survey parties, one to explore the Chilkat Pass and the overland route, and the other to examine the country and locate a wagon road between the Stikine river and Teslin lake. The information about all the other passes was tolerably full and accurate, but of the overland route by Chilkat Pass very little was known.

The country between the Stikine river and Teslin lake had been explored in 1867 for the Western Union Telegraph Company by W. Byrne. He ascended Telegraph creek which derives its name from his exploration, followed the Sheslay river and crossed over to Teslin lake. The country was again explored in 1892 for the British Columbia Government by N. B. Gauvreau, a provincial land surveyor. He followed an old Indian trail east of Byrne's route but did not go further than the Nahlin river. In 1891, C. W. Hayes accompanied by Mr. Schwatka and a prospector named Mark Russell crossed from Taku inlet to Teslin lake. They descended Teslin lake and river to the confluence with the Lewes. They found the water deep and free from rapids or shoals. Hayes' report was a reliable one, and was accepted as evidence that the river was at least sufficiently navigable to accommodate the traffic of a wagon road; therefore it was not deemed necessary to make a new exploration of these streams and it was decided to devote the season to a thorough exploration of the country between the Stikine river and Teslin lake.

The routes followed by Byrne and Gauvreau were known to be over very rough country, but it appeared from the information available that Teslin lake was in a broad valley running in the direction of the Tuya river and it was thought that perhaps a favourable location could be found along that valley.

Mr. A. St. Cyr, D.L.S., was placed in charge of this exploration. He was instructed to proceed to Teslin lake by the old Indian trail. From the lake he was to locate a road along the Teslin valley towards the Stikine river.

He started from Telegraph Creek on the 6th June, 1897, arriving at Teslin lake on the 1st July. From this point he located a road as far south as the Nahlin river. He then returned to Telegraph Creek and searched for a suitable route to reach the Tuya valley. The difficulty was to find a way out of the Tahltan valley, which in its lower course is very deep. He tried successively all the tributary valleys but failed to find one which would give an easy grade. However, he continued the exploration towards the north as far as the big bend of the Tuya, from which point he was recalled by Mr. W. T. Jennings, to whom the direction of this exploration had just been transferred. Mr. Jennings took the party to Teslin lake by the old trail and sent it to explore the lake and Teslin river while he returned to Telegraph Creek. Mr. St. Cyr left the head of the lake on the 13th October, went down to the mouth of the Teslin river, returned to McClintock portage, crossed over to Marsh lake and walked to Skaguay, arriving there on the 7th December. The party started on this trip without a tent and had to camp out in extremely cold weather. For thirteen days the thermometer ranged from 44° to 56° below zero. The trip up the lakes was of the roughest kind; it was made before they were completely frozen over and the party had often to wade through water while the temperature of the air was 30° or 40° below zero.

The Chilkat pass has been used from time immemorial by the Coast Indians for their trading or looting expeditions to the interior. They had a monopoly of the trade which they made effective by forbidding other Indians access to the coast. They had two main trails for reaching the Yukon. One was by ascending the Chilkat river to its source, crossing an extensive glacier and floating down Lake Kusawah and the

Takhini river, thus escaping the passage of the dreaded Miles Cañon and White Horse rapids. The other trail left the Chilkat at the Indian village of Klukwan, ascending the Klehini river to its source, and keeping along alpine valleys near the height of land, crossed over to the Alsek basin and descended the Tatshenshini river to the village of Wesketahin. From this point the trail skirted Lakes Klukshu, Dezadeash and Hutshi, and reached the Lewes river by the valley of the Nordenskiöld. It is now known as the Dalton trail. The first mention of these trails is due to George Davidson, assistant of the United States Coast and Geodetic Survey, who in 1869 went to Chilkat to observe an eclipse of the sun. The Chilkat chief Kohklux had in 1852 accompanied his father and the raiding party, who looted and burned Fort Selkirk; he had since travelled again over both trails and knew them well. At Mr. Davidson's request he drew a map of the country upon which the course of the trails can now be followed. The interior topography has since become known from Mr. McArthur's exploration; prior to it, the map could not be deciphered and was useless for geographic purposes.

Chilkat pass was first explored by Dr. Arthur Krause in 1882; his report and map were published by the Bremen and Berlin geographical societies. He followed Dalton's trail as far as the source of the Tatshenshini river, but instead of continuing to Wesketahin, he crossed over to Lake Kusawah through a pass 5,000 feet high.

The next exploration was organized by Frank Leslie's illustrated newspaper in 1890. It was in charge of E. H. Wells, with A. F. Schanz and E. J. Glave to assist him. They followed Krause's route to Lake Kusawah; there they separated, Glave in company with Jack Dalton, one of the men attached to the party, went west towards Lakes Klukshu and Dezadeash, eventually emerging at Dry Bay on the coast after descending the Alsek river in a canoe. An account of the trip was given by Glave in Frank Leslie's illustrated newspaper; but it is difficult to discern facts from fiction in his narrative. It contains no geographical information of any value. The other branch of the party under Wells descended the Takhini river; no account of their trip has, so far as I am aware, ever been published, and I have been unable to procure any information about it.

In 1891, Glave and Dalton returned to Wesketahin, but instead of following Krause's trail, they crossed the divide at the source of the Tatshenshini river by a pass only 3,300 feet high. They had four pack-horses, the first that ever set foot in the country. An account of their trip was given by Glave in the "Century" magazine; like his former article, it contains no geographical information of any value. Glave died shortly after in Africa, but Dalton remained in the country and established a trading post near Wesketahin, making frequent trips with his pack-train from the coast to Fort Selkirk.

Seton Karr was the next explorer, his investigations being confined to the lower portion of the pass. His report and map were published in the proceedings of the Royal Geographical Society.

The pass was surveyed in 1894 by Mr. J. J. McArthur, D.L.S., one of the staff of the International Boundary Commission, but the work did not extend very far inland.

Such was our knowledge of the country in the spring of 1897. It was not understood that there were several passes from the coast to the Alsek basin and the accounts given by Dalton of an easy route to the interior could not well be reconciled with Krause's altitude, 5,000 feet, which in these latitudes indicates perpetual snow or glaciers. Another subject which required investigation was the suitability of the Takhini as a boat route.

Mr. J. J. McArthur was entrusted with this exploration. He started from Pyramid Harbour early in June, accompanied by Dalton, who was driving a band of cattle to Dawson. At Hutshi, they left the old trail along the valley of the Nordenskiöld and struck a new trail straight to Fort Selkirk. On the way back, Mr. McArthur examined the Takhini river, which he found obstructed by rapids for more than ten miles below Lake Kusawah. The climate in the interior is much better than on the coast; the country will produce the hardier kinds of crops and may become valuable for grazing.

OFFICE WORK.

The Geographer, Mr. J. Johnston, has been compiling a map of the northern portion of Canada, west of Hudson Bay. In August last, he received instructions to

Department of the Interior.

make use of this compilation for a map of the north-western part of the Dominion, including the Yukon district, parts of British Columbia and of the districts of Mac-kenzie, Athabasca and Alberta. The upper half of this map is in the hands of the engraver and the lower half is nearing completion. It embodies the latest and fullest geographical information. A preliminary edition on a reduced scale (50 miles to one inch) was photo-lithographed in this office and issued on the 3rd January. This same map cut into pages and further reduced, is to be inserted in the pamphlet on the Yukon district now being compiled by Mr. Wm. Ogilvie.

The transfer of the survey records from the eastern departmental building to the Langevin block has been a great improvement. The greater portion of the original field notes of surveys have been stored in a fire proof vault and are now safe. Arrangements have still to be made for the security of the original plans of survey.

The correspondence consisted of :—

Letters received	1700
Letters sent	1900

The accounts examined and payments made were :—

Accounts examined and passed	284
Amount of accounts	\$103,928.93
Cheques forwarded	1040

The following is a synopsis of the work of the draughting office :—

Plans and field notes of subdivision, examined	141
Plans and field notes, irrigation surveys, examined	56
Plans and field notes, mining claims, examined	25
Plans and field notes, correction and other miscellaneous surveys, examined	87
Township plans completed for printing	107
Declarations of settlers received	30
Progress sketches received	95
Proofs examined	114
Section sketches of trails made	555
Miscellaneous plans, tracings, etc.	402

In February last, the preparation of a new series of sectional maps printed in eight colours was commenced. They show the lands open for homestead entry, the railway lands, the lands patented or disposed of, the lands under homestead entry, and time sales not patented, the timber reserves, the Indian reserves (hay reserves, fishing stations, etc.), and the lands reserved for other purposes. The following sheets of this series have been published :—

Riding Mountain, Fairford, Cypress, Manitoba House, Duck Mountain, Edmonton, Peace Hills, Vermilion, St. Ann, Red-deer, Morley, Rocky Mountain House, Prince Albert South, Rosebud, Carlton, Prince Albert North, Victoria, Fort Pitt, Battleford, Shell River.

The work on the maps of this series has been discontinued.

From the Dominion Lands Agent at New Westminster were received 99 files of papers relating to provincial pre-emptions, grants, etc., of lands within the railway belt in British Columbia. Each of these papers had to be carefully examined, checked and indexed. The copies were made by Mr. T. A. Pope, at the Lands and Works Department, Victoria. In July last the work was discontinued and his services dispensed with.

Apart from the maps of the Yukon district already mentioned, a series of maps on a scale of six miles to one inch is in preparation. It covers the district between Wrangell, or the mouth of the Stikine river, and the Porcupine river, and will consist of ten sheets, four of which will be issued shortly. The compilation of these maps involved considerable work, but it is believed that they will prove extremely useful.

The surveyors of the Yukon district did not return to Ottawa until late in the winter, and have not yet had time to plot their surveys; hence the delay in the issue of the maps.

A map of the province of Manitoba was prepared for the Immigration Branch, and has been published with one of their pamphlets.

Numerous communications are received asking how section or quarter section corners were marked by the surveyor, and what length he returned for the lines. These questions become more numerous as the survey marks disappear with time. In many parts of the country, ponds and marshes which prevented marks being placed at the true corners have since dried up, so that settlers finding witness mounds are in doubt whether they represent the true corners or not, no reason being now apparent why the corners were not marked in the usual way.

Among miscellaneous work of the office may be mentioned the drafting of descriptions of lots of land for insertion in patents, calculation of the contents, furnishing copies of plans, field notes, reports, etc.

Mr. S. C. Wilson, who was employed in the office of the Chief Inspector of Surveys at Calgary, resigned his position and was replaced by Mr. C. W. Peterson. Mr. C. D. Rickards, of the Dominion Lands Office, Calgary, was transferred to this office, and Mr. Oliver York was appointed at a later date.

The photographers and lithographers were kept very busy. They had so much special work to do that the regular work, viz.: township plans and sectional maps, has been steadily falling behind. As a specimen of quick work may be cited the map of the North-western part of the Dominion of Canada, the manuscript of which was handed over to the photographer on Friday afternoon, 31st December, finished proofs being out on the following Monday morning. The map is in two colours, blue and black, with a line tint for the water.

BOARD OF EXAMINERS.

The regular meetings of the Board of Examiners for Dominion Land Surveyors, were held as usual in February and August.

Messrs. John Irvine, of Harrison, Ontario, and Alfred W. Johnson, of Kamloops, British Columbia, passed the preliminary examination.

The correspondence of the Board amounted to:—

Letters received.....	69
Letters sent.....	56

APPENDICES.

The following documents are appended:—

- Schedule of Dominion Land Surveyors employed.
- Statements of work performed in the Survey Records Branch.
- Schedule of work executed in the photographic office.
- Schedule of work executed in the lithographic office.
- Report of the Chief Inspector of Surveys.
- Reports of the surveyors employed.
- Examination papers of the Board of Examiners for Dominion Land Surveyors.

I have the honour to be, sir,
Your obedient servant,

E. DEVILLE,
Surveyor-General.

Department of the Interior.

No. 1.

SCHEDULE of Dominion Land Surveyors employed, and work done by them, during the season of 1897.

Surveyor.	Address.	Description.
Austin, George F.	Dewdney, Alta.	Assistant to Joseph E. Ross.
Aylesworth, C. F.	Madoc, Ont.	Assistant to Joseph E. Woods.
Belanger, P. R. A.	Ottawa, Ont.	Outline surveys : north boundaries of townships 32, ranges 30, 31, 32 and 33 ; north boundary of township 35, range 26 ; east boundary of township 35, range 27 ; east and north boundaries of townships 36, ranges 26, 27 and 28 ; east boundaries of townships 35, ranges 28 and 29, and east and north boundaries of township 36, range 29, all west of principal meridian. Reposting of east boundaries of townships 33 to 36, range 30, west of principal meridian. Subdivision of townships 36, ranges 25, 26, 27 and 28 ; townships 35, ranges 26, 27 and 28, all west of principal meridian.
Burke, William.	Minnedosa, Man.	Renewal of survey marks in townships 18 and 19, range 13, and township 19, range 14, all west of the principal meridian.
Bolton, E. D.	Listowel, Ont.	Assistant to gold commissioner.
Cautley, R. W.	Vancouver, B.C.	do do
Cadenhead, J. A.	Winnipeg, Man.	do do
Coté, J. L.	Ottawa, Ont.	Assistant to Otto J. Klotz.
Dickson, James.	Fenelon Falls, Ont.	Subdivision of townships 27, 28 and 29, range 20 ; township 29, range 21 ; townships 28 and 29, range 22 ; township 30, range 19 ; township 32, range 18, all west of principal meridian.
Dennis, J. S.	Calgary, Alta.	Canadian Irrigation Surveys, and Chief Inspector of Surveys.
DuBerger, C. C.	Waterloo, Que.	Re-survey of east boundary of township 33, range 4, west of 2nd meridian. Outline surveys : east boundaries of townships 31, 32, 34, 35, 36, 37, 38 and 39, range 4, all west of 2nd meridian.
Fawcett, Thomas.	Ottawa, Ont.	Gold Commissioner and Surveyor for the Yukon district.
Fafard, F. X.	Metapedia, Que.	Assistant to A. F. Martin.
Gibbon, James.	Renfrew, Ont.	Assistant to gold commissioner.
Hernon, R. W.	Rednersville, Ont.	Assistant to James Dickson.
Hubbell, E. W.	Ottawa, Ont.	Renewal and re-establishment of corners in townships 29, ranges 31 and 32, west of principal meridian. Outline surveys : north boundaries of townships 32, ranges 28 and 29 ; east boundaries of townships 33 and 34, ranges 28 and 29 ; east boundaries of townships 37 and 38, ranges 25, 26 and 27 ; east boundaries of townships 39 and 40, range 25 ; east boundary of township 37, range 28 ; north boundaries of townships 37, ranges 26 and 27, all west of principal meridian. Subdivision of township 35, range 29 ; townships 37, ranges 26 and 27, all west of principal meridian.
Klotz, Otto J.	Ottawa, Ont.	Astronomer. Survey of north shore of Lake Erie.
Lendrum, R. W.	Edmonton, Alta.	Assistant to J. K. McLean.
McLean, J. K.	Elora, Ont.	Survey of river lots and trail at Athabasca Landing. Subdivision of part of township 53, range 1, west of 5th meridian. Outline surveys : west boundaries of townships 55 and 56, range 1 ; part of east boundaries of townships 55 and 56, range 1 ; north boundary of township 56, range 1, and south boundary of township 55, range 1, all west of the 5th meridian, and traverse of lakes in township 52, range 22, west of 4th meridian.
McArthur, J. J.	Ottawa, Ont.	Exploration of the country between Lynn Canal and Fort Selkirk by way of Chilkat Pass and Dalton Trail, Yukon district.
Martin, A. F.	Winnipeg, Man.	Subdivision of townships 22 and 23, range 16, and township 22, range 17 ; township 23, range 20 ; part of township 23, range 22 ; all west of principal meridian. Outline surveys : east boundary of township 21, range 18, west of principal meridian.
Ogilvie, Wm.	Ottawa, Ont.	Astronomer. Surveys in the Yukon district.

SCHEDULE of Dominion Land Surveyors employed, and work done by them, during the season of 1897—*Concluded.*

Surveyor.	Address.	Description.
Ross, Jos. E.	New Westminster, B.C.	Traverse from foot of Stave lake to boundary of railway belt, New Westminster district, British Columbia. Subdivision of townships 3 and 4, range 28; township 3, range 29; township 23, range 2; townships 17, ranges 9 and 10; township 20, range 1; townships 22, ranges 15 and 16; townships 21 and 23, range 15, all west of 6th meridian, and townships 20 and 21, range 29, west of 5th meridian. Correction surveys in township 15, east of coast meridian and township 3, range 29, west of 6th meridian.
Saint Cyr, A.	Ottawa, Ont	Subdivision of townships 24 and 25, range 20; townships 25 and 26, range 21; township 23, range 18; township 24, range 19, all west of 5th meridian.
Saint Cyr, A.	Ottawa, Ont	Exploration of country between the head of navigation on the Stikine river and the mouth of Teslin river.
Stewart, E.	Collingwood, Ont.	Survey of the boundary between Ontario and Manitoba.
Talbot, A. C.	Ottawa, Ont	Assistant to E. W. Hubbell.
Woods, Jos. E	Aylmer, Que	Correction surveys in township 10, range 1, west of 2nd meridian; townships 6, ranges 8 and 9; townships 1, ranges 6 and 7; townships 14 and 16, range 16; townships 19, ranges 12 and 13, all west of principal meridian.
Wheeler, A. O	Ottawa, Ont.	Division B, Canadian irrigation survey and photo-topographical survey.

No. 2.

SURVEY RECORDS BRANCH.

STATEMENT of work performed for the six months ending 30th December, 1896.

	Number.	\$ cts.
Plans received and recorded	100	
Field books received and recorded	61	
Files received and dealt with	365	
Letters, schedules, memos. to Council, &c., drafted	500	
Letters written, copied and sent out	52	
Plans, tracings, &c., copied and made	136	
Number of plans mailed Agents, Registrars, Commissioner, &c	520	
Statutory declarations copied and sent to Agents	89	
Lithographed plans received and stored	2,650	
Cash for plans sold and field notes copied		0 50

Respectfully submitted,

FRANK CLAYTON,

Surveyor and Draughtsman in charge.

Department of the Interior.

STATEMENT of work performed for the six months ending 30th June, 1897.

	Number.	\$ cts.
Plans received and recorded	122	
Field books received and recorded	51	
Files received and dealt with	485	
Letters, memos. to Council, &c., drafted	700	
Letters written, copied and sent out	85	
Plans, tracings, &c., copied or compiled	275	
Yukon River District maps corrected	1,500	
Plans sent out to Agents, Registrars, Commissioner, &c.	812	
Statutory declarations copied and sent to Agents	10	
Copies of lithographed plans received and stored	2,600	
Cash received for plans sold and field notes copied		9 15

Respectfully submitted,

FRANK CLAYTON,
Surveyor and Draughtsman in charge.

SUMMARY of work performed for the twelve months ending 30th June, 1897.

	Number.	\$ cts.
Plans received and recorded	222	
Field books received and recorded	112	
Files received and dealt with	850	
Letters, memos. to Council, &c., drafted	1,200	
Letters written, copied and sent out	137	
Plans, tracings, &c., compiled or copied	411	
Yukon River District maps corrected	1,500	
Plans sent by mail to Commissioner, Registrars, Agents, &c.	1,332	
Statutory declarations copied and sent to Agents	99	
Copies of lithographed plans received and stored	5,250	
Cash received for plans sold and field notes copied		9 65

Respectfully submitted,

FRANK CLAYTON,
Surveyor and Draughtsman in charge.

No. 3.

SCHEDULE showing work executed by the Photographic Office from November 1st, 1896, to October 31st, 1897.

Class of Work Done.	For the Topographical Surveys Branch.	For the Alaska Boundary Commission.	For the Geological Survey Department.	Totals
Wet plate negatives made.....	153	36	49	238
Dry plates developed.....	395	.....	223	623
Bromide prints developed.....	474	30	32	536
Silver prints made.....	1,000	719	551	2,270
Transparencies made.....	133	10	.....	143
Totals.....	2,155	795	860	3,810

No. 4.

SCHEDULE showing work executed by the Lithographic Office from 1st November, 1896, to 31st October, 1897.

Months.	Maps.		Townships.		Forms.	
	Number of Maps.	Number of Copies.	Number of Townships.	Number of Copies.	Number of Forms.	Number of Copies.
1896.						
November.....	6	305	5	265	5	240
December.....	6	185	14	752	1	25
1897.						
January.....	6	225	13	689	3	416
February.....	4	492	12	657	.....	.....
March.....	3	370	4	212	3	1,750
April.....	6	470	10	530	2	850
May.....	15	1,030	6	318	1	50
June.....	2	185	11	585	1	25
July.....	4	392	1	53	3	250
August.....	3	480	5	265	.....	.....
September.....	3	480	5	265	.....	.....
October.....	14	560	6	318	1	500
Totals.....	72	5,174	92	4,909	20	3,606

RECAPITULATION.

Number of maps.....	72	Number of copies.....	5,174
do townships.....	92	do do.....	4,909
do forms.....	20	do do.....	3,606
Total.....	184	Total.....	13,689

Department of the Interior.

No. 5.

REPORT OF J. S. DENNIS, D.T.S.

GENERAL IRRIGATION SURVEYS.

DEPARTMENT OF THE INTERIOR, SURVEYS AND IRRIGATION,

CALGARY, ALTA., 27th December, 1897.

E. DEVILLE, Esq.,
Surveyor-General, Ottawa.

SIR,—I have the honour to submit the following report of the operations of the General Irrigation Surveys during the past year.

The surveys during the season were carried on under two divisions as had been done during the preceding two years.

Party No. 1 of division "A" was placed in charge of Mr. R. W. Macintyre, C.E., and was instructed to carry on a rapid survey of the St. Mary river with the object of determining the feasibility of locating a canal which would divert water from that stream at a lower level than the canal which was located during the season of 1895. This party was also instructed to run certain line levels in the Lethbridge district and to make a survey of the Waterton lakes with the object of proving whether the spring runoff from the watershed adjacent to these lakes could be stored therein until needed for irrigation during the latter part of the season. The party commenced work on the 10th May, and was engaged on the surveys above mentioned until the 20th June, at which date supplementary instructions were issued to Mr. Macintyre to proceed to the Cypress Hills district and continue the general surveys in that district which had been commenced the year before by Mr. D. L. S. Gibbon.

Work was commenced in the Cypress hills on the 30th of June and carried on until the 8th of October, at which date field work for the season was closed and the party paid off. Since that date Mr. Macintyre has been engaged in the office here completing the returns of his season's operations. I transmit herewith a detailed report from Mr. Macintyre regarding the work completed during the season.

Party No. 2 of division "A" was placed in charge of Mr. Oliver York, C.E., who was instructed to make a rapid exploratory survey in the eastern portion of Assiniboia for the purpose of locating the best sites on the different drainage channels in that district for the construction of dams to create reservoirs, in which the spring runoff may be conserved so as to improve the present water supply for domestic and stock watering purposes.

In many localities in this portion of Assiniboia great difficulty has been experienced in obtaining water by sinking wells, and as most of the small drainage channels become dry early in the season the settlers have had to haul water long distances for domestic and stock watering purposes. The Territorial Government has endeavoured to meet this difficulty by constructing a large number of dams, but as these structures have been located without any reliable information as to the drainage area tributary thereto, or to the freshet discharge of the channels upon which the dams have been constructed, the system has not been uniformly successful; and the importance of the question upon the success of the settlers now resident in this part of the territories, and in aiding its future development was considered sufficient to justify the employment of one of the general irrigation survey parties in making a survey of the drainage channels, so as to locate the best sites for the construction of large dams which would create reservoirs for which a sufficient supply of water would be assured.

Mr. York commenced his work at Moosejaw on the 14th June, and from there worked to the east, completing an exploratory survey of the drainage channels and

locating dam sites as far east as Qu'Appelle. His field operations were closed on the 6th of October, since which date he has been engaged in the office, here, completing his returns. I transmit herewith a detailed report from Mr. York, relative to the work of his party during the season.

Division "B" of the surveys was during the past season, as it has been since the inception of the surveys, under the charge of Mr. A. O. Wheeler, D.L.S. This division was engaged in continuing the triangulation and photographic survey in the foothills district and on the eastern slopes of the Rocky Mountains, and the season having been a favourable one, material progress was made with this important branch of the work. Mr. Wheeler has submitted a detailed report regarding his season's work and it is therefore not necessary to refer further to it.

I have the honour to be, sir,
Your obedient servant,

J. S. DENNIS,
Acting Chief Inspector of Surveys.

DIVISION "A," PARTY NO. 1.

(*R. W. Macintyre, C. E., in charge.*)

DEPARTMENT OF THE INTERIOR.

SURVEYS AND IRRIGATION.

CALGARY, December 6th 1897.

J. S. DENNIS, Esq., D.T.S.,
Acting Chief Inspector of Surveys and Irrigation.

SIR,—I have the honour to submit the following report of field work accomplished by Party No. 1, of division "A," from May 10th, to October 8th, 1897.

In accordance with instructions received from you, my party proceeded by trail from Calgary (via Macleod and Lethbridge) to Cardston, where a rapid survey of the St. Mary river was made with a view to determining the feasibility of a low level irrigation canal, as opposed to the high level scheme, surveyed in 1895, by division "A."

Commencing at a point above the bridge on the St. Mary river, in section 8, township 3, range 24, west of 4th mer., levels were taken down stream to section 12, township 5, range 24, west of 4th mer., the elevation of water level and bench land along the river being compared at frequent intervals.

Owing to the constant recurrence of cut-banks, and the topographical features of the bench land, it was found impracticable to locate a low level line of canal from the St. Mary river.

WATERTON LAKES.

A transit traverse with accompanying levels was commenced at the intersection of the Waterton river with the north boundary of township 2, range 29, west of 4th mer., and continued up river on the west shore to the narrows between the middle and upper (or southernmost) of the Waterton lakes.

At this point further progress was arrested by the mountain side which forms an almost vertical wall of rock around the lake. The traverse and levels were continued from a point on the north boundary of section 32, township 1, range 29, west of 4th mer.

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on the east side of the lower (or northernmost) lake, and connected with station 40 of west shore traverse at the mouth of the Waterton river. This point was carefully cross-sectioned for a dam site with a view to increasing the storage capacity of the basin of the Waterton lakes. The basin at present forms a magnificent reservoir in its natural state and receives the flow of numerous surface creeks and springs in addition to the underground supply of the lakes.

Line levels were taken in this district along the east and west boundaries of township 2, range 28, and west boundary of township 3, range 28, west of 4th mer.

No gauging was taken of the river or creeks, owing to the failure of the electric battery for the meter.

CYPRESS HILLS.

In accordance with your instructions received at Waterton lakes on June the 20th, I started by trail on June the 21st, and travelling via Macleod, Lethbridge, Dunmore and Irvine, reached Elkwater lake near Josephsburg on June the 30th; total distance travelled on trail being about 220 miles. Commencing at the north-east corner of township 8, range 3, west of 4th mer., (B. M. 142), the country is rough, broken, rolling prairie; it rises to a point about one and three-quarter miles south of B. M. 142, where the basin of Elkwater lake is encountered. This lake extends two or three miles west of the line; the basin has great capacity for storage of water and is the source of Ross creek. After crossing the east end of basin, the line ascends to the crest of a well defined ridge which is heavily timbered with spruce up to 2 feet in diameter, small fir up to 9 inches, cottonwood, poplar and willow bush. B. M. 260 was established at a well defined point on this ridge visible from the north, but not from the south. On the 4th mile (east boundary of section 13), the line crosses a deep heavily timbered basin around which a detour was made. From the south edge of this basin, (about ten chains north of section 12), the country is open fairly level prairie for the next mile (east boundary of section 12), the height of land being in this mile. The country falls rapidly southerly from north boundary of section 1, township 8, range 3, to Medicine coulée, section 25, township 5, range 3, a distance of about 15 miles, (height of land to Medicine coulée), the total fall being 1,354 feet, or at the rate of 90.3 feet per mile.

The last timber visible from this meridian is about one mile east of the north-east corner of township 7, range 3.

From this point for 18 miles south no timber is to be seen.

From the north-east corner of township 6, range 3, the country south, along the line is intersected with deep, broad coulées, all draining to Medicine coulée which is intersected by the east boundary of township 5, range 3. These coulées are normally dry, but contained a little rain water in pools when we crossed in the early part of July.

The banks are composed of (1st) loose, stony, clay soil, and (2nd) sticky clay loam; the latter class of soil contains gypsum in fragments.

Cactus and sage bush are the most thriving growths in this portion of the country; the grass is good, but scanty, owing to the stony nature of the ground.

Willow creek, intersected by the east boundary of section 13, township 7, range 3, is a small stream averaging at the line six to eight feet in width and about eight inches in depth; it joins the Medicine coulée west of meridian, and is incorporated at our intersection in township 5, range 3. After its junction with Medicine coulée the creek winds, flowing south-east down a broad valley half a mile wide. It averaged on July 10th about 18 feet in width and one foot in depth. As in the Frenchman creek, there are several broad deep portions where the current is barely perceptible. The bed is generally gravelly, with soft clay places occasionally. This creek was not flowing in September, but contained water in pools.

Medicine Coulée creek was undoubtedly above its natural flow on July 10th to 13th, as the water was very muddy owing to the recent heavy rains and numerous thunderstorms. Unfortunately, although all Saturday afternoon was employed, the electric Lallie meter could not be made to work, so that no gauging of this stream is on record, until crossed by the base line. The character of the Medicine valley from

meridian easterly, is a broad irregular formation, banks steep to gradual, being cut-banks in some places and grassy slopes in others. The soil is very light sandy gravel with bare rocky patches in places.

Creek banks average, in middle of valley, four to ten feet being chiefly cut-banks. Willow bush abounds along the creek. The grass is poor. Where the creek swings into the valley side the bank is twenty to fifty feet high.

The country rises south along the meridian between ranges 2 and 3, up to B. M. 262 (22 chains south of north-east corner of section 13, township 5, range 3, west of 4th mer.), when the height of land is reached, and then falls to the south. The creek flows easterly until it winds around this height of land, when it flows southerly into Milk river.

Medicine Lodge (or Medicine creek) is known by some people as Willow creek after the junction of Medicine coulée with Willow creek for instance at the point mentioned above. The character of the country traversed by the meridian south of B. M. 262, is rolling open prairie inclined to be hilly; north of B. M. 262, for nine to ten miles, the country along the meridian is one succession of deep dry coulées.

The soil throughout this district is of a very light and sandy character; the grass is of good quality, but grows sparsely on the uplands.

There is no timber of any description, beyond that already mentioned, in this district. Willow bush grows along the creeks.

Turning east at the north-east corner of township 4, range 3, west of 4th mer., the country continues open rolling prairie, draining southerly. Medicine creek is again intersected by the north boundary of section 36, township 4, range 2, west of 4th mer., and at a point 40 chains up stream from this crossing, a gauging was taken with the small electric meter, also a cross section. This creek ceases to flow every summer, water remaining in pools. The same applies to Middle Fork, south of Ten Mile. From Medicine Lodge to Middle Fork (section 5, township 5, range 29, west of 3rd mer.) there is some very rough prairie, consisting of numberless cone-shaped grassy hills; otherwise rolling prairie is met with. Middle Fork is a branch of Battle creek. No gauging was taken of the Fork, as the flow was entirely confined to a stream three inches in depth, between the pools.

The valley of Middle Fork is a succession of gravelly clay cut-banks with grassy slopes here and there. The creek-bed is gravelly and solid. The valley bottom averages ten to fifteen chains in width. A good deal of alkali is seen in the banks, &c. From Middle Fork to Battle creek (section 2, township 5, range 27, west 4th mer.) east along the base line, rolling open prairie is met with, and no topographical features are apparent.

The soil is very light and sandy, the grass very thin. Battle creek is a clear slowly running stream with good clayey banks; its fall in a measured mile was only 3.5 feet. A cross-section and gauging was taken of this creek, 8.35 chains down stream from intersection of base line.

From Battle creek to the north east corner of township 4, range 26, west of 3rd mer., the point at which line levels turn north, the country is gently rolling prairie with a few sloughs containing water, on the date we crossed, in July. The soil is light and sandy, the grass thin and scanty. From the north-east corner of township 4, range 26, west of 3rd mer. going north on the meridian between ranges 25 and 26, the country rises through similar prairie for eight miles (north-east corner section 12, township 6, range 26.) From this point many coulées occur, all draining to Cypress lake or Belanger creek. After crossing the valley of Cypress lake the line intersects Belanger creek, of which a cross section and gauging was taken.

This creek is small and clear, averaging about seven feet in width and six inches in depth where a good flow occurs. However, it is on the average deeper (about 1.5 ft.) between vertical banks with a very sluggish flow. Willow bush and a little dry timber in places is found along the valley of this creek. The grass is good, soil being sandy loam.

CYPRESS LAKE.

This lake receives the flow of two creeks, viz., Oxarart creek from the west and Sucker creek from the east. There is a height of land between this lake (at the east

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end) and Belanger creek, the valley of the lake being continuous with the valley of Belanger creek. The bed of the valley rises (going east) to a point eighteen feet above the present water level of Cypress lake at the east end. The valley bed then falls easterly to Belanger creek. The height of land is situated on section 24, township 6, range 26, west of 3rd mer.

On the west slope of the height of land, Sucker creek, coming into the valley from the north, flows to Cypress lake; on the east slope a dry channel, shown on maps as head of Frenchman creek, falls to Belanger creek. The water in Cypress lake has receded, at least one mile from east to west at the east end, in the last six years. Hay is now being cut where the water of the lake used to lie. The water stored in the lake could only be diverted to the south.

DIVERSION OF BATTLE CREEK INTO CYPRESS LAKE.

This scheme is perfectly feasible and can be accomplished at small expense owing to the peculiar topographical formation of the country. It seems quite possible that Battle creek has at one time flowed easterly into Oxarart creek and thence into Cypress lake, instead of turning sharply to the south as at present.

The valley of Battle creek in township 6, range 27, west of 3rd mer., continues easterly to Belanger creek in township 6, range 25, west of 3rd mer., by way of Oxarart creek and Cypress lake. There is of course a height of land across this valley, which occurs between the junction of Cottonwood coulée with Battle creek and Oxarart creek, or at a point near the centre (east to west) of township 6, range 27, west of 3rd mer. The difference between the water level of Battle creek at Elbow, where it turns south, and the lowest point on height of land is about thirty feet. Levels were therefore taken up stream for three miles, the result being the location of a point sufficiently high to allow of a canal or ditch being taken out and graded down the valley, across the height of land, to a junction with Oxarart creek, and consequently with Cypress lake. The length of the proposed canal would not exceed four miles at the utmost. A compass traverse was made of this line.

DAM SITE EAST END OF CYPRESS LAKE.

As already mentioned the valley at east end of Cypress lake rises to a height of land about eighteen feet above present water level, it is therefore apparent that the water can be raised at least fifteen feet without any artificial dam being constructed. However, a cross section of the valley has been taken at water line of lake (east end) and also at height of land, so that the cost of a dam can be calculated.

Cross sections were also taken between the elbow of Battle creek and Oxarart creek (west end of lake.)

Belanger creek could be easily diverted into Cypress lake, being 24 feet above lake bed at a point one mile north on the meridian. The valley running through from Battle creek to Belanger creek (townships 6, ranges 25, 26 and 27 west of 3rd meridian) has grassy sloping banks for the most part, and averages 30 to 60 chains in width, except where the lake is met with, here it has a wider basin. The soil is sandy loam and the grass good and luxuriant. The filling of Cypress lake would submerge a great deal of hay land now being used by settlers. Along Battle creek there are cut-banks with grassy slopes alternating. There is no timber to speak of in the above mentioned district.

From the intersection of Belanger creek, section 25, township 6, range 26 west of 3rd mer., the chainmen found no corners marked by mounds or posts until the township corner was reached. As this 1.5 mile of line is exceedingly rough and cut up with coulées, a detour was made with the levels up the valley of Belanger creek to the township corner, at which point our work turned east along the correction line, north-east corner township 6, range 26. Owing to the fact that the north side of correction line alone was surveyed, the line levels were taken on that side of the road. The levels on this portion of the line traverse bench land with light rocky soil, and thin grass crop.

Turning north once more at south-east corner of township 7, range 25, the country rises steadily for the next six miles to the north-east corner of township 7, range 25. The

grass improves on this six miles, and a large herd of cattle range in the vicinity. All the coulées (generally dry) drain south-east to Fairwell creek.

Turning east from the north-east corner of township 7, range 25, levels were run for twelve miles; B. M. No. 269, being planted at the easternmost point reached, north-east corner township 7, range 23. Two well defined valleys, east and west forks of Fairwell creek, are intersected in range 24, but in neither case was flowing water found in the creek channels when crossed by our party, in the latter part of July.

A compass traverse was made on the east branch, southerly to the forks, but the channel was found to be quite dry at this point also. The electric meter was taken along, but to no effect. The line, after leaving east branch of creek in range 24, ascends to the bench, and the six miles across range 23 is one endless succession of coulées, all dry, draining south and south-east. The soil is light and very stony, the grass very scanty. There are no noteworthy topographical features. Antelope are plentiful in this district.

Returning to the north east corner of township 7, range 25, and levelling west, Davis creek is intersected on section 34, no flow at time of our crossing, and very insignificant channel; the only place where flow was encountered on this creek was near the mouth in township 6, range 25. Evidently the source of supply to Davis creek consists of surface water in the spring time, and local streams scattered along its channel.

The main channel of Belanger creek is intersected by the north boundary of section 36, township 7, range 26, and not as shown on map.

Belanger creek is a small spring creek with a good flow at the above mentioned point; it is fed by numerous springs which all rise on the southern or Milk River watershed.

These springs are scattered along the creek, from the source southerly, and therefore any diversion at the source cannot materially affect the flow further south. An investigation was made of the existing diversion from Belanger creek into Maple creek, and it appears that these creeks are only ten chains apart at the centre of section 21, township 8, range 26, west of 3rd mer. After crossing Belanger Creek valley in section 36, township 7, range 26, and travelling west, the line ascends to the summit of a large plateau, very much broken by coulées and hills and forming part of the Cypress range. The north boundary of township 7, range 27, west of 3rd mer., crosses this plateau entirely on the southern slope, or Milk River watershed. The plateau rises to the east as well as the north, up to a point 22 chains east of north-east corner of section 34, township 7, range 27, where B. M. No. 271, was established (elevation 4126.49). This point is the east edge and top of escarpment of the plateau; a drop of 330 feet takes place here, into a dry valley draining south. From the bed of this valley we again ascend 130 feet and thence the line traverses a broken, rolling, hilly prairie country, falling west and south towards Oxarart Creek valley, which turns easterly at the north-east corner of township 7, range 28.

A fine spring creek is intersected by the north boundary of section 32, township 7, range 27, at 12 + 70 chains going west from north-east corner. The source of the spring is about 6 chains north of intersection. This creek flows south-east into Oxarart creek. The north-east corner of township 7, range 28, brings the levels to Oxarart Creek valley. A dry channel comes in from the east and turns north into the lake in the valley. This channel is crossed four times by the north boundary of section 31, township 7, range 27, and contained water at the first two crossings on August the 9th.

There is no flow along valley at the township corner, but a large grassy lake of standing water exists here. This lake lies in the height of land between watersheds. The valley is continuous through the hills, and falls north about two miles north of the line crossing north boundary of township 7, ranges 27 and 28. It would appear however that the overflow from high water goes from the south end of the lake into Oxarart creek, and thus on into Cypress lake. The basin averages 25 to 35 chains in width, is from one and one half to two miles long and shallow.

A portion of the water lying in this height of land can undoubtedly be diverted into Fish creek which flows southerly, but the supply appears to be limited and probably would not flow in the channel of Fish creek for more than three or four miles before disappearing underground. The diversion of Belanger creek into Maple creek warrants this assumption. From Oxarart Creek valley the country rises steadily for 4 miles and 57.75

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chains west, when the east edge of a large valley, known as Six Mile coulée, is encountered. This valley empties into Battle creek in township 6, range 29.

At the intersection of line levels (north boundary of section 31, township 7, range 28) the valley bottom is chiefly muskeg. A spring creek flows southerly through muskeg but disappears before reaching Battle creek. Continuing west the line levels traverse a high plateau draining south to Battle creek. Deep coulées are intersected by the line (north boundary of township 7, range 29) heavily timbered with spruce, cypress pine, poplar and brush.

A detour south was made with levels, which were again connected with the line at the intersection of Battle creek, north boundary of section 36, township 7, range 30.

The north fork only of Battle creek is intersected, and from this point on to north-east corner of township 7, range 2, west of 4th meridian, the line traverses a high plateau and separates the north and south forks. The junction of these forks occurs on section 36, township 7, range 30, west of 3rd meridian.

Across range 30, west of 3rd meridian, and range 1, west of 4th meridian, township 7, the line continually dips into a heavily timbered valley, making detours necessary. The timber in this valley is chiefly cypress pine, and ranges from three to twenty-four inches in diameter. A fire has killed the growth and the valley bed is piled up with dry fallen timber, especially at the point intersected by the 4th meridian. This valley which runs almost east and west contains springs, and a flowing creek is maintained which forms a branch of Battle creek.

With regard to the project of diverting water now flowing south to the northern watershed, it may be said that this is impracticable for the following reasons based on actual investigation:—All the creeks crossed by north boundary of township 7, from the east boundary of range 3, west of 4th meridian to the east boundary of range 23, west of 3rd meridian, were dry at time of line levelling, except: (1), Belanger creek; (2), Sucker Creek, (range 26), and (3), Battle creek.

The three exceptions are quite insignificant at the point of crossing, north boundary of township 7, and even if they could possibly be turned north, would not be sufficient to maintain flowing water for any distance in northerly channels. Why then do they maintain a flow southerly? Because they are fed by innumerable springs, and these springs do not apparently exist on the northern (or Saskatchewan) watershed of the Cypress hills. From this it is obvious that by the time the creeks of the southern or Milk River watershed are of sufficient volume to be of practical utility, the elevation is several hundred feet below that of the divide or point of proposed diversion.

Course north from B. M. 269, north-east corner of township 7, range 23, west of 3rd meridian. A very broken country is encountered for the first twelve miles, being heavily rolling prairie intersected with coulées. The land traversed drains easterly to Frenchman creek.

At the north-east corner of township 9, range 23, the line levels were carried west intersecting Bear creek, east and west forks. Both forks of this creek were flowing when crossed in September.

Owing to heavy spruce timber being encountered five miles west of the township corner, the line levels were turned north for one mile at the north-east corner of section 35, township 9, range 23, and then continued west for seven miles to the east boundary of range 25, from thence south to B. M. 154, established by Mr. Gibbon, D.L.S., in 1896. The country traversed from east to west is entirely on the northern or Saskatchewan watershed. The various creeks crossed are heavily timbered with spruce and poplar. The country is very rough and hilly, the grass good and plentiful.

Course south from B. M. 261 to north-east corner of township 4, range 2, west of 4th meridian. The country is high plateau for the first three miles and then drops rapidly to Medicine valley. The soil is light and sandy, and rocks abound on the surface. The grass is plentiful and good. There is no timber of any description in the district traversed by these levels.

FRENCHMAN CREEK.

The source of this creek, erroneously shown on maps as Cypress lake, is Belanger creek joined by Davis and Fairwell creeks. Cypress lake cannot possibly be the source

of any river flowing easterly, because the water in Cypress lake is at least one mile west of the height of land, at east end of lake. This point is illustrated by Sucker creek which crosses the north boundary of township 6, range 26, in section 35, continues south-east to section 36, township 6, range 26, but on entering the valley of Cypress lake turns west and empties into the lake. This creek is erroneously shown on map as flowing into Belanger creek.

The Frenchman creek is a sluggish stream with soft muddy clay banks and bed. It was more like a chain of pools connected by a small flow, than a flowing creek in September last.

A canal from the Frenchman to Swiftcurrent creek is quite impracticable owing to: (1st) the small fall of creek per mile; (2nd) the large number of cutbanks along creek valley, and (3rd), the topographical features of the Frenchman creek valley, which is intersected by numberless ravines and coulées.

A transit traverse was made, with accompanying levels, from the junction of Fairwell creek with Frenchman creek to the nearest available point on Swiftcurrent, a distance of 26 miles.

I have the honour to be, sir,
Your obedient servant,

R. W. MACINTYRE, C.E.

DIVISION "A," PARTY No 2.

(O. York, C. E., in charge.)

DEPARTMENT OF THE INTERIOR,
SURVEYS AND IRRIGATION,
CALGARY, 6th December, 1897.

J. S. DENNIS, Esq., D.T.S.,
Calgary, Alta.

SIR,—In accordance with your instructions, dated the 10th of June, I proceeded to Moosejaw, and arrived there on the 14th of June, and after a few days occupied in the purchase of the necessary stores and making repairs to wagons, etc., I descended the Moosejaw valley and pitched my first camp near the creek on section 5, township 17, range 25, west of the 2nd meridian, at a spot where the hills on each side of the valley approach each other, and which I judged suitable for the establishment of a dam.

The length of a dam constructed on this site will be about 750 feet, and the height will be 21½ feet in the creek bottom. With this height of dam, the water stored up will make a reservoir about 110 chains in length, with an average breadth of 10 chains. The material for the construction of the dam can be obtained from the hills on the south side of the valley, where the soil consists of a sandy loam. The fall of the creek below the site of the dam is 2.91 feet per mile, and the rise above the site is 2.30 feet per mile.

I left the Moosejaw valley on July the 3rd, and arrived the same day in the Qu'Appelle valley, and made a cross section of the Qu'Appelle river at Lanyon's crossing, section 4, township 19, range 24, west of the 2nd meridian, which I had the honour to forward to you. At the crossing the valley is about three-quarters of a mile wide, and the flats on the south side of the river are overflowed during the flood season. On the north bank the ground is above the level of the floods. The river at this spot is about 30 feet wide, and the water at the time of my visit was eighteen inches in depth, but during the flood season the water rises about 16 feet above the bottom of the river.

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I left Lanyon's crossing on July the 6th, and arrived in the Cottonwood valley in the evening of the same day. At this place I remained for a few days in order to be able to communicate with you, and on the 12th of July I moved up the Cottonwood valley, examining the ground as I proceeded. I found a suitable site for a dam on section 25, township 18, range 22, west of 2nd meridian. The length of the embankment will be eight chains, and its height (in the bed of the creek), will be 29 feet. This height of dam will make a reservoir about 80 chains in length, and an average breadth of eight chains. Neither at this point nor in the Moosejaw creek was I able to measure the velocity of the stream. There was in both cases little or no water running, the beds of the creeks containing only pools here and there. The fall of the Cottonwood creek was 7.89 feet per mile below the site of the dam, and 10.38 feet above.

On the 22nd of July I proceeded still further up the Cottonwood valley, and camped near a suitable site for a dam, on section 24, township 17, range 22, west of 2nd meridian. This dam will be situated on the road allowance and will serve as a bridge. The embankment will be about 490 feet in length, and the water in the reservoir will be 20 feet above the level of the bed of the creek. The reservoir will extend up two valleys, one branch running south and the other running east. The former will be 170 chains in length, and will reach to the dam constructed by the Canadian Pacific Railway Company, and the latter will have a length of about 90 chains, with an average width of 3 chains. The width of the arm of the reservoir running south will be about 8 chains. The fall of the creek below the site of the dam is 4.09 feet per mile, and 7.17 feet per mile above the dam. The bed of the creek was dry with the exception of pools existing along its course, and the bottom boggy.

On the 30th July I left the valley of the Cottonwood and crossed over to the Wascana creek. I found a site for a dam on section 11, township 18, range 21, west of the 2nd meridian. The length of the embankment will be 11 chains, and height from the creek bottom 24 feet. This height of dam will give a reservoir about 150 chains in length, with an average width of 10 chains. The material for the construction of the bank will be taken from the cut-bank on western side of the creek where the soil consists of a stiff loam. The fall of the creek is 6.40 feet per mile below the site of the dam, and 7.36 feet per mile above the site. There was no running water in this creek, only deep pools here and there.

I left the Wascana valley on the 9th of August and arrived at Boggy creek the same day, and camped on section 19, township 18, range 19, west of 2nd meridian.

Whilst at this place I had the honour of calling on you at Regina and submitting to you sketches of the work so far done, and after obtaining a fresh supply of stores I proceeded up the Boggy creek and camped on section 28, township 18, range 17, west of 2nd meridian. From this place I examined the creek for about six miles above the camp. I could not detect any signs of there being any running stream in the valley during the flood season, and the settlers informed me that at no time of the year was there any running water, the rain or snow collecting in pools which dried up or soaked into the ground a short time after their formation. All the water required by the inhabitants is obtained from wells, the water being met with at a depth of 12 or 14 feet from the surface.

On the 21st of August I left this district and descended the Boggy valley, and fixed on the site for a dam on section 28, township 18, range 17, west of 2nd meridian. This dam will be 3 chains in length and its height, in the bed of the creek, will be 14 feet. This will create a reservoir 56 chains in length, with an average width of 10 chains. No water was running in the creek at that season. The fall in the valley is 15.24 feet per mile, below the site of the dam, and 7.13 feet above.

On the 27th of August I left the Boggy valley and proceeded south by way of Balgonie and Davin to the Manybone creek and camped on section 4, township 14, range 13 west of 2nd meridian. I inspected this creek for seven or eight miles south of the camp, and for about six miles to the north, and levelled along the valley for six or seven miles. These levels indicated that the flow of the creek is from north to south, the fall being 4.02 feet per mile. I made a cross section of the valley on the road allowance north of the north-west quarter of section 23, township 13, range 13 west of the 2nd meridian. The embankment will be 1,009 feet in length, and of an average height of 22 feet.

The length of the reservoir will be six and a half miles, with a mean width of 12 chains. At only one spot (near the camp) was there any water, but the indications are strongly defined that at some period, not very remote, long ponds or lakes existed in this valley, and that the country afforded pasturage for large herds of buffalo or bisons. The trails of these animals are plainly visible, the trail always being above the old high water marks, and never below them. On September the 22nd, I left the Manybone creek, and next day arrived at Qu'Appelle town where I inspected two small reservoirs which had been constructed by the local authorities.

Having received fresh instructions from you, I left Qu'Appelle and made my way to Highpound or Buffalo lake, passing through Qu'Appelle fort, where I examined a dam which had been built across the river a short distance east of the fort, a report on the condition of which I had the honour to forward to you from Calgary on the 4th of November.

I arrived at Highpound lake on October the 1st, and made a cross section of the Qu'Appelle valley at a point a short distance from the eastern extremity of the lake. A dam constructed on this site will be about three-quarters of a mile in length, with a mean height of seven feet, and will raise the water in the lake four feet above its present level.

Having completed the work which you did me the honour to assign to me, I left Highpound lake on the 6th of October, handed over the horses, wagons, tents, etc., to Mr. Riddell, and arrived in Calgary on the 9th of October.

I have the honour to be, sir,
Your obedient servant,

O. YORK, *C.E.*

Department of the Interior.

No. 6.

REPORT OF ARTHUR O. WHEELER, D.L.S.

CANADIAN IRRIGATION SURVEYS.

DEPARTMENT OF THE INTERIOR,

TOPOGRAPHICAL SURVEYS BRANCH,

OTTAWA, 21st December, 1897.

E. DEVILLE, Esq.,
Surveyor-General,
Ottawa.

SIR,—I have the honour to submit the following report of the operations of division "B" of the Canadian Irrigation Surveys for the season of 1897.

Your letter of May 5th informed me that the Minister had authorized the continuation of the irrigation surveys upon which I had been engaged during the last two years, and instructed me to report to the Chief Inspector of Surveys, and to receive from him detailed instructions for the execution of the work, the composition of my party and my equipment.

I left Ottawa on the 7th May, arriving at Calgary on the 12th of the same month. On the 17th, I received from Mr. J. S. Dennis the following instructions:—

"CALGARY, 17th May, 1897.

"SIR,—I have the honour to give you the following instructions for your guidance in carrying on the work of division 'B' of the irrigation surveys during the current season:—

"Your party will be as follows:—

W. J. Mackenzie, 1st Assistant	\$2.50 per day
H. G. Wheeler 2nd do	1.25 do
P. Jansen, cook	1.50 do
Thos. Smart, packer	1.25 do
Groff. Lafferty, labourer	1.00 do
T. C. Douglas, do	1.00 do
Roy Douglas, do	1.00 do
H. L. Knowles, do	1.00 do

"Your transport will be as follows:—

2 wagons.
1 double buckboard.
1 single buckboard.
9 horses.

"Necessary pack saddles and pack outfit to fit out a pack train in the foothills and mountains where wagons cannot be used.

"The work to be undertaken by the division is a continuation of the triangulation and photographic survey in the foothills and on the eastern slopes of the Rocky Mountains which you have been carrying on during the past two seasons.

"In effecting this work you will first complete the photographic work in the district which was partly covered last season, and will then extend the triangulation to the south, detailing a small party under the charge of your first assistant to make topographical traverses up the valleys of the streams in the district to be covered by the triangulation, so that a sketch map of the district may be prepared for use in projecting the triangulation and setting the primary stations for the same.

"You will continue the work which has been carried on during the past two years of locating suitable points for the creation of reservoirs on the heads of the streams heading in the area covered by your operations and will examine these locations so as to enable you to report regarding each location; the map to accompany each report being prepared from your photographic survey of such locations.

"It is desired that you should keep such notes during the season as will enable you to report upon the destruction which has been caused to the timber, on the area covered by your work, from forest fires, and as to the causes of such fires and the best means of preventing them. It would also be well that you should note the destruction of the forest areas which is being caused by lumbering operations, particularly on the head waters of Sheep creek and Highwood river.

"When your work is extended to the south of the area covered by last season's operations, you will make the usual gaugings of all streams, confining your work to determinations of actual discharges at date of measurement.

"So soon as you have completed the triangulation and photographic survey over such area as you consider can be properly plotted, so as to have a complete contour map of the district ready for issue by the 1st April next, your field work will be closed up for the season, as it is not desired that you should complete more field work than can be plotted and issued in the shape of a final map by the date mentioned.

"You will report from time to time the progress of your work, and keep me advised of the location of your camp and also of your post office address.

"I am, sir,

"Your obedient servant,

"J. S. DENNIS,

"Chief Inspector."

Having organized and equipped a party in accordance with the above instructions, a move was made on the 18th May for the portion of the Jumpingpound creek situated within the foothills.

The photographic survey of the foothills region was commenced by division "B" in June, 1895; the camera and accompanying transit theodolite, however, were not received until the end of July, by which time the micrometer traverses of the Jumpingpound creek and Elbow river had been completed. The balance of the season was spent in working southward, and it was not found expedient to return for the purpose of covering the portion that had not been photographed.

In 1896, owing to the protracted period of bush fires, during which time a dense mantle of smoke obscured the landscape, a very small part of the season could be utilized for photographic work, and it was again found impossible to fill the gaps. In consequence this was the first work taken up during the past season. The stations established in 1895 along the Jumpingpound creek and tributaries were occupied with the camera, and new stations selected and occupied to cover the ground westward to the escarpment of the Rocky Mountains, and northward to the Bow river. Eastward the camera survey was extended sufficiently to cover elevations coming within the contour interval of the proposed final topographical map. It was originally proposed to construct a map with 100 foot contour intervals, but it has since been found that this interval is too wide, and that the configuration of the ground and the requirements of the survey will be better suited by a 50 foot interval. A tie was made at the mouth of the Bow River pass with the photographic survey of the Rocky Mountains by J. J.

Department of the Interior.

McArthur, D.L.S. The secondary triangulation and fixing camera stations were carried on at the same time as the photographing by my first assistant, W. J. Mackenzie, a 4-inch Troughton and Sinms transit (D. L. pattern) being used for that purpose.

The photographing was attended to personally with the aid of my second assistant H. G. Wheeler.

Two photographing outfits were used, stations being also occupied with the camera by Mr. Mackenzie when the opportunity offered.

During the early part of the season smoke from local fires frequently proved troublesome. One fire was located to the north in the vicinity of the Red-deer river; another to the south on the north branch of Sheep river; the wind blowing from either quarter occasioned delay.

On June 15th, 16th, 17th and 18th, particularly on the night of the 16th, heavy rains fell in the foothills. These appeared to be the outer edge of a tremendous precipitation on the eastern slope of the mountains, for they were followed very rapidly by floods of enormous strength and volume along all the water courses flowing eastward. Streams, previously of small dimensions and sufficiently shallow to ford almost anywhere, became raging torrents, utterly impassable, carrying down huge trees as though they were twigs; spreading far and wide over the country, sweeping away bridges, dams, headgates and ditches; obliterating fords of many years standing, and in some cases carving out entirely new channels. The full force of the immense power let loose was felt more particularly along the courses of the larger streams as the floods, swelled by numberless tributary torrents, rushed irresistibly towards the open plains. Few bridges but were shaken to their lowest foundations, while many were either carried away or left hopeless wrecks.

Towns and villages were inundated in their lower levels, houses overturned; trains blocked, large tracts of fertile agricultural land left beds of gravel; and farmers and ranchers compelled to leave their homes in the bottoms and seek refuge on the higher ground.

Many old residents say that no flood since 1884 can compare with that of last season.

It has been said: "There is a silver lining to every cloud," and it might be added in some cases, a golden one. The effects of the floods have proved most beneficial; for although a large amount of damage was done, and the streams continued impassable, or nearly so, for a considerable time and the valleys and muskegs were filled with water, rendering travel in the foothills very difficult; yet, on the other hand, exceedingly fine crops have been the outcome throughout western Alberta; pasturage was never better or more abundant; hay could be cut almost anywhere, indeed, in many of the valleys the growth was considered too rank and farmers and ranchers found a more suitable quality growing on the hill slopes.

The replacing of bridges, dams and headgates by better and more serviceable structures distributed ready cash throughout the country which, combined with the fine condition of the cattle owing to an abundance of good feed and good water, and the ready market opened up by the Crownest, Kootenay and Klondike operations lent an impetus to an era of prosperity already commenced that bids fair to be lasting, and though coming late is none the less acceptable.

Fortunately, at the time of the flood, the party was camped on the Jumpingpound creek, at the crossing of the Morleyville trail. This enabled the greatest rise of the water to be marked, and, when it had subsided sufficiently, a cross section to be made. It showed an extreme depth of twelve feet at a point that at an average stage of water would not exceed five.

In 1894, cross sections for extreme flood discharge were taken of the beds of all streams flowing eastward from the mountains and foothill country between the Red-deer river on the north, and the international boundary on the south. The flood level was obtained from existing indications, such as detritus deposited along the borders of the streams, wash lines on cut-banks, barked trees, etc. The slope of the bed was then ascertained for half a mile above and below the point of cross section by means of a spirit level, and the discharges calculated by Kutter's formulæ. It must be confessed that the results were somewhat astounding, and in many cases almost beyond belief.

The data obtained this spring on the Jumpingpound, and later on Highwood river will go a long way to confirm the observations made in 1894, and will prove a factor well worthy of careful consideration in the future construction of dams, bridges, headgates and other water structures.

Early in June the following letter was received from the Chief Inspector of Surveys:—

“CALGARY, 8th June, 1897.

“SIR,—As the season for forest and prairie fires is approaching, I have to instruct you to point out to the members of your party the importance of taking every precaution to prevent fires being started, and also to inform them that each one will be held responsible for any fire which may be started by him through carelessness, and that steps will be taken to have him fined as provided by law.

“I am, sir,

“Your obedient servant,

“J. S. DENNIS,

“Chief Inspector”

“A. O. WHEELER, ESQ., D.L.S.,
“DIVISION ‘B,’ IRRIGATION SURVEYS,
“Calgary, Alberta.”

The above letter was read to each member of the party, and a positive assurance given that in case of fire occurring through carelessness, no mercy would be shown. As a result, the greatest care was exercised by all hands, although the danger was reduced to a minimum during the greater part of the season by the moist condition of the country. It may also be stated that from the time of the flood until operations were suspended, very little obstruction to the photographic work was caused by smoke. Shortly after my arrival on the Jumpingpound creek, I found a number of the settlers in great distress owing to a rapid mortality among the cattle. The early spring had been exceptionally dry, the first rain of any account falling on 30th May. From that time on the deaths became frequent. It was due, they said, to the cattle eating some poisonous weed growing in the bottoms along the streams.

I considered it my duty to investigate the matter, and upon inquiry found that deaths from an unknown cause were not confined alone to the present year, or to the Jumpingpound valleys, but were of more or less frequent occurrence on the Bow and Elbow rivers and in other sections of the country extending southward. The stomach of an animal that had recently died was examined, a number of the settlers interrogated and a report of the matter sent to Prof. Saunders, Director of the Central Experimental Farm at Ottawa. In due course I received a telegram from W. B. Scarth, Deputy Minister of the Department of Agriculture, requesting me to report the matter to Prof. Macoun, Dominion Botanist, who was then at Calgary. Prof. Macoun returned with me to the Jumpingpound and made my camp his headquarters while making an investigation. Careful inquiry among the cattlemen, a study of the locality and habits of the animals, and a knowledge of the botany of this section, enabled him very shortly to arrive at the conclusion that death, in the present case, was due to a plant known as the Rocky Mountain larkspur (*delphinium scopulorum*), see Macoun's catalogue of Canadian plants, published by the Geological and Natural History Survey of Canada in 1883, part I, page 25.

I understand from Prof. Macoun that this plant is related to the same family as aconite, and I may say that from the facts which came under my notice, both by hearsay and observation, all the symptoms pointed to poisoning by aconite, with one other symptom which seems to be peculiar to the species here referred to.

As Prof. Macoun has undoubtedly reported the matter fully, it is unnecessary for me to make any further comment, other than to say that some valuable information was given to the settlers in the district, and it is their own fault if they do not profit by it.

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As it is after the first spring rains, when the plant puts forth its young shoots and the whole strength of the plant is in these shoots, that the poison is most virulent and most attractive to cattle looking for succulent food; it simply means, that during this period the cattle must either be pastured or herded away from the bottoms and damp woods where it is chiefly found.

On 21st June a move was made to the Elbow River drainage basin, and on the 23rd, the main camp was pitched on Bragg creek, about two miles from the junction with the Elbow. From here, by means of flying camps, using pack-horses for transport, the country between the Elbow river and Jumpingpound creek on the north, and Elbow river and Fish creek on the south was thoroughly worked.

Considerable difficulty and delay were experienced in moving from station to station owing to the saturated condition of the country and the high water stage of the streams. This was particularly the case along the Elbow river, where in many places the old pack-trail had been completely washed away or blocked by fallen and stranded debris.

Heavy rains on July 2nd, 4th, 5th, 6th and 7th caused the still swollen Elbow to rise again, and rendered crossing the river far too dangerous to warrant the risk to life that would be involved.

It, thus, became necessary to cut out new trails and take the pack-train over almost impossible places in order to make headway up the stream.

The rainy spell was followed by hot sunny weather, causing a rapid evaporation from the soaking ground, which rendered the atmosphere very hazy and unsuited to good photographic work for some time.

Owing to the numerous delays, it was the 17th July before the programme laid out for this section was completed.

On the 19th camp was moved to the north branch of Fish creek.

From the close of field operations in November, 1896, until resumed in May, 1897, the time was spent in developing and enlarging views taken in the field, reducing and plotting triangulation observations, preparing a preliminary topographical map of the section of the foothills country covered, topographical sheets of the micrometer traverses and plots of the cross-sections of streams. No time was available in which to prepare a detailed report of operations and results to accompany the general irrigation report for 1896; consequently, this work had to be undertaken in the field and carried on at the same time as the new work occupying the division. It was completed as far as possible, but certain data were required which could not be obtained without delaying the field work; so, on the 19th July, I drove into Calgary and remained there until the report was completed and handed to the Chief Inspector.

In the meantime the field work was in charge of Mr. Mackenzie, who obtained such views as were required on the north and south branches of Fish creek, and extended the survey eastward as far as necessary, at the same time continuing the secondary triangulation, and fixing the camera stations.

I returned to camp on the 28th and found it situated on Fishers creek, a tributary of the north branch of Sheep river.

Fishers creek was measured for discharge on 1st August.

On 2nd August, the work in the vicinity having been completed, a move was made to Ware creek. The requisite views in the neighbourhood of this stream were obtained by the evening of the 5th, and on the 6th the main camp was pitched on Highwood river, in section 19, township 18, range 2, west of 5th meridian.

It had been decided to make micrometer traverses of the Highwood river throughout its several branches, first carrying that of the north branch to its source, and thence over the divide and down the stream flowing to the Kananaskis river until a connection could be made with the Elbow river traverse of the previous season. For this purpose the party was divided, my first assistant and three others being detailed for the traverse work.

The traverse was commenced at bench-mark No. 15, situated on the Highwood river at a point 55.00 chains south of the north-east corner of section 1, township 18, range 2, west 5th meridian, and continued up stream working from the main camp until the 14th August, by which time it had been carried as far as it could be advantageously conducted from main camp.

On the 16th, Mr. Mackenzie, having been given means of transport, a supply of provisions and the following instructions, set out to complete the work intrusted to him :—

“CAMP, HIGHWOOD RIVER, 16th August, 1897.

“SIR,—In conducting the traverse of the north branch of Highwood river, you will please bear in mind the following requirements :—

“The transit is to be used to the gap in the eastern escarpment of the mountains and so long after as may be without materially delaying the progress of the work by causing unnecessary cutting.

“You will check your azimuth by account by means of an observation of Polaris on eastern elongation at the close of the transit traverse ; and should a convenient opportunity occur, by taking an intermediate observation. In all cases of observation of Polaris you will obtain the magnetic variation as soon as the meridian has been laid down.

“In keeping the topography, particular attention is to be paid to the course of the stream, the nature of the bed and height and character of the banks. The junction of all water courses and the side from which they flow, as well as their general direction and approximate volume as compared with the main stream, is to be carefully noted and a sufficient approximation of the location of crossings and intersection of bends of the stream by traverse lines, and the distance of adjacent hills, benches and other topographical features is to be made to enable the course of the river and immediately adjacent country to be mapped.

“Special attention will be given to the location, extent, kind and quality of the timber, and where found of marketable value the extent, quality and quantity is to be roughly estimated ; also notes kept of the tracts devastated by fire, either recently or in the past, and whether such tracts are being retimbered by a natural process. When the traverse has been carried within the mountains and beyond the limits of the photographic work, you will locate the prominent mountain points on either hand by taking compass or rough transit readings from stations along the traverse sufficiently far apart to enable the intermediate traverse to form a base from which to plot the readings upon the said points ; at the same time you will sketch in your notes all water courses and mountain gorges and give the requisite description of them.

“All eminently suitable reservoir sites that come under your notice ; either on the main stream or its tributaries are to be located, and the position for a dam and assumed height of same determined ; also such quick surveys made as will enable an approximate estimate of the capacity to be obtained. For this purpose you will use the barometer, hand level and compass, and obtain such distances as may be required by the micrometer. You will also traverse and obtain the extent and location of any lakes that may come to your notice, provided that they may possibly be utilized in connection with water supply or storage.

“The elevation is to be carried from station to station by means of the aneroid barometer, a stationary barometer being always read in camp during the time the travelling barometer is in use.

“The stationary barometer is to be read half-hourly in the open air, but is not to be exposed to steady sunshine, the object to be kept in view being, to assimilate the conditions of the stationary and travelling barometers. The elevations at water level should be taken on the river at about every third station and at river crossings. Thermometer readings are to be taken at same time as barometer readings and a daily record of both kept.

“You will conduct the traverse up the main stream connecting with the Elbow traverse of last season with both instrumental work and barometer.

“With regard to the traverse of Mist creek you will be guided by the conversation we have already had on the subject.

“When you have concluded this traverse you will communicate personally with me before undertaking other work ; also please write me of your progress as the chance may occur.

Department of the Interior.

"A diary of each day's transactions is to be kept.

"You will please make a written memorandum of all streams of sufficient volume to render a gauging of value, giving the number of nearest traverse station; also note all wagon roads and pack-trails and generally give such information as will tend to record a general knowledge of the country traversed."

"I am, sir,

"Your obedient servant,

"ARTHUR O. WHEELER, D. L. S."

"W. J. MACKENZIE, Esq.

"In charge of Highwood River Traverse,
"Division "B" Canadian Irrigation Surveys."

On September 7th Mr. Mackenzie and party reported to me at my camp on Sullivan creek, having completed the traverse of the north branch of Highwood river according to instructions and of the Cataract branch or creek (locally known as Manns creek) for a distance of some three miles, the greatest length it was possible to conduct a traverse of this nature up that stream without a larger expenditure of time and labour than was considered desirable.

On the 31st August instructions had been sent Mr. Mackenzie to proceed up the Cataract creek so soon as he had completed the traverse of the north branch.

From August 9th to 14th, while Mr. Mackenzie conducted the traverse up the Highwood river, the other section of the division was employed, extending the camera work over the north branch basin, both north and south of that stream, and eastward to the open rolling country. At the same time the secondary triangulation was carried forward and the camera stations located by transit readings.

On the 13th the north branch was measured for actual discharge, and at the same time the extreme limit of the June flood level marked and a cross section obtained of the river when at its highest stage.

The photographic and triangulation party was absent from the main camp on a flying trip, from the 16th until the 28th. During this time it was employed filling gaps in the camera and transit work between the north and south branches of Sheep river, work that had been prevented by smoke from bush fires of the previous season. Operations were here again delayed by smoke, but fortunately it was not sufficiently dense to stop the work entirely.

August 31st Sullivan creek was twice measured for discharge; once near the mouth and a second time above the irrigation works of a rancher named Schmid.

From September 1st to 7th the party was again away on a flying camp, extending the camera and transit work southward from the south branch of Sheep river.

On September 9th the following instructions were given to Mr. Mackenzie:—

"CAMP, SULLIVAN CREEK, 7th September, 1897.

"SIR,—In the morning you will replenish your stock of supplies, and forthwith proceed to bench-mark No. 17 on the middle branch of Highland river planted at the intersection of that stream by the east boundary of township 17, range 2, west 5th meridian. The bench-mark is described as follows:—'No. 17, 47.05 chains south of north-east corner (10 feet east of east boundary, section 36) of section 36, township 17, range 2, west 5th meridian; point ∇ on sandstone slab; elevation 3732.73 feet.' The sandstone slab referred to is, to the best of my recollection, on the north side, immediately above the bed of the stream. From this point you will carry your traverse up stream, using the micrometer and transit while possible, and then the micrometer and compass.

"In conducting the traverse, you will conform in all respects to your previous instructions, dated respectively August 16th and 31st.

"On reaching the head of the middle branch, you will endeavour to carry your traverse over the divide to Salter creek and down that stream to the Cataract branch of

Highwood river. Arrived at the Cataract branch you will continue the traverse up the stream to the source and down the stream to connect, if possible, with the traverse of the said branch where you have been obliged to abandon it.

"Upon the completion of this work, you will traverse the south branch of Highwood river, commencing at its junction with the middle branch. You will report to me with your party at my camp on Highwood river when you have finished the work described above, and in any case not later than the 30th September."

"I am, sir,"

"Your obedient servant,"

"ARTHUR O. WHEELER."

"W. J. MACKENZIE, Esq."

"In charge of Highwood river traverse,"

"Division "B" Canadian Irrigation Surveys."

On the morning of the 9th, Mr. Mackenzie and party started for the middle branch, Pekisko creek, to undertake the work outlined above.

The first snow fell on September 8th. It did not remain long.

Between the 9th and 18th the photographic and triangulation work was extended over the Highwood river basin, northward to the drainage to Sheep river, southward to the middle branch of Highwood river (Pekisko creek) and westward to the escarpment of the mountains.

On the 13th, measurements of the north branch and Cataract creek were taken for discharge close to their point of exit from the mountains. On the 18th, Flat creek, a stream of considerable volume, joining the north branch from the north, was gauged, and main camp moved east to a point on the north branch, where it had been decided to measure a triangulation base on the flat lying immediately above the bed of the stream. Work in connection with this base occupied the party almost exclusively until field operations were closed down for the season.

The base obtained was a little over two miles in length. It was measured carefully by a 100 metre tape, checked by a 66 foot Chesterman steel band, but the accuracy necessary to a final measurement was not at this time applied. Levels were taken between the extreme points for the purpose of obtaining a profile from which to select grades for a final measurement. The ends of the base were then connected by a system of triangles with the primary triangles already established, the base tied on to a corner post of the lands survey system and azimuth observations taken at one end. The angular work in this connection was done with the four-inch transit, and the observations taken with a seven-inch transit theodolite reading to ten seconds.

Instructions had been received from the Chief Inspector to close down the division by the 1st October, so the time at my disposal did not admit of the occupation of the stations of the base expansion with the larger transit.

On the 21st September, levels were taken at the first cross-section of the Highwood river, to obtain the slope of the bed and enable the greatest discharge during the June floods to be approximately calculated.

Mr. Mackenzie and party reported at the main camp on 30th September having completed the work intrusted to him.

On the 2nd October the division started for Calgary, arriving on the evening of the 3rd. The outfit was stored and the majority of the members of the party paid off on the 4th.

During the 5th and 6th with two members of the party, I was engaged taking levels for slope at the Jumpingpound cross-section, made while the June floods were in progress.

I remained in Calgary until the 10th October in order to meet the Chief Inspector, Mr. J. S. Dennis, and have an opportunity of consulting him concerning the office work for the winter.

I arrived at Ottawa on the 17th October and reported to you on the 18th.

Mr. Mackenzie's report of the traverse of Highwood river and branches is now submitted.

Department of the Interior.

CALGARY, ALBERTA, 20th November, 1897.

SIR,—In accordance with your instructions given me on August 10th, 1897, *re* traverse of Highwood river, I took up the work already commenced by you, being at a point on the north bank of the river in section 11, township 18, range 2, west 5th meridian, and carried the traverse on from there to its source.

The instruments employed were the transit, micrometer, barometer and clinometer up to and beyond the escarpment of the east slope of the Rocky Mountains to the lower end of a high rough cañon, where I thought it advisable to discontinue the use of the transit and substitute the compass, with which instrument and the before mentioned ones the traverse was carried to the source of the stream, at the height of land between it and the Kananaskis river. From this point I carried the traverse along the west slope of Mount Rae and down a stream flowing to the Kananaskis river, about three miles, to tie in with our traverse of the Elbow river of 1896. The Elbow heads in a small lake at a height of land about three quarters of a mile east of the stream referred to and 700 feet above it.

Travelling up the Highwood river from commencement of traverse, the country is generally speaking, a succession of prairie benches, terraced down to the river, which has high clay and rock cut-banks, and flows rapidly over a gravel and rock bottom.

Further up the country gets more hilly, but is still prairie until the immediate foothills are reached, when scrub, poplar and jackpine are met with, the high banks of the river and small bottoms being in places thickly covered with spruce and cottonwood. Near the escarpment and through it the cut-banks cease and the river flows between low banks, generally thickly wooded.

The pass between the High Rock and Highwood ranges is a wide, fairly open valley, with a good trail up the side of the river; the lower sandstone hills being thickly covered with spruce till the cañon before mentioned is met with, when the sandstone hills, seemingly closing in at this point, form the gorge, which has an average depth of 300 feet, width 3 chains, and length 4 miles.

From the cañon up to the source of the stream, the valley is narrow and inclosed by high hills, thickly covered with spruce and jackpine extending down to the edge of the stream, making travel and traverse very difficult. The supply of water at the source is given by the snows on the west slope of Mount Rae in the Misty range, and, travelling down stream, by the snows of the Misty and Elk Mountain ranges and the seepage from the high thickly wooded sandstone hills on each side of the stream. Mist creek comes in, draining the north-east slope of the Misty range. Continuing down stream, creeks come in from the Highwood range on the left and the High Rock range on the right till we emerge from the mountains and meet the Cataract branch, coming in from the right and draining the west slope of the Highwood range south of the stream traversed, and having its source in the High Rock range.

Flat creek, Sullivan creek and Tugs creek are met with after leaving the mountains, each coming into the main stream through high cut-banks.

Regarding the water supply of this stream, I would say it depends very largely on the seepage from the heavily wooded hills through which it flows, and I would recommend the careful preservation of the timber, as it exists at present, both from cutting and fire.

There are no opportunities to store water on this stream.

CATARACT BRANCH.

On my return from completing the above traverse, I received instructions from you on August 31st to traverse the Cataract branch, which I proceeded to do, but found it impossible to carry the traverse more than three miles on account of the excessively rough nature of the country, the stream tumbling down a rocky gorge of which the banks were impassable. I notified you of this fact, and of the possibility of getting at the nature of the stream from the back, via the middle branch, which scheme you acceded to, and accordingly having got together my supplies, etc., I proceeded to traverse the middle branch.

MIDDLE BRANCH OF HIGHWOOD RIVER, (PEKISKO CREEK).

Commencing at the junction with the main stream, and using the same methods as before, I carried the traverse up to the source of this stream behind Sentinel mountain, into the Highwood range, and thereafter carried a reconnaissance traverse over the height of land down Salter creek and up and down the Cataract branch.

The general character of the country through which the middle branch passes, is benchy prairie land sloping to the stream, which flows in a bed of gravel and rock, and, for some distance up stream, until Pekisko is passed, has high banks on either side. At Pekisko the banks widen out, and a large open valley exists for about five miles up the stream, when the banks close in again for a distance, and the country assumes a more hilly aspect; this continues until the stream turns south along the east slope of the Highwood range, the hills here being high and rough and covered with much *brulé* and fallen timber. They are however, being gradually retimbered by a natural process, a dense growth of jackpine coming up over the burnt portion. The banks of the stream now become high and precipitous and form excellent natural means for the storage of water.

There are two eminently suitable reservoir sites in the vicinity, and good means for building dams; both timber and stone are plentiful in the immediate neighbourhood. Continuing up stream the country gets more open for a short distance, when the stream takes a bend and runs through a high rock cañon at the base of Sentinel mountain, at the back of which it takes its source. Sentinel mountain is an outside spur of the Highwood range.

The water supply comes mostly from the east slope of the Highwood range in creeks coming in at intervals through the hills from the snows and seepage basins. There are also a number of springs and muskegs on the height of land on each side of the stream, that contribute a good deal to the water supply between Pekisko and the foothills.

The lower benches between the two points last mentioned are well adapted for irrigation, there being no difficulty in getting water to them, and the ranchers on the stream are already taking steps to do so.

Having completed the traverse of the middle branch, I carried a rough traverse and barometric levels over the height of land between it and Salter creek, and down the latter (a rapid mountain torrent through a limestone gorge) to the Cataract branch, thence up and down that stream.

The country through which these streams run is very rough.

Sandstone hills thickly timbered with spruce and jack pine lie between the High Rock and Highwood ranges, the Cataract branch taking its source at the base of the former. It is a fine stream, snowfed, having a steady flow the year round, and one of the most reliable sources of supply for Highwood river proper.

SOUTH BRANCH OF HIGHWOOD RIVER (STEINSON CREEK).

Having completed the above work, I returned to the mouth of the south branch, where it joins the middle branch, and carried the traverse, using former methods, to its source in the foothills. It is a poor stream, with a very sluggish flow, which at times ceases altogether in midsummer. It flows through benchy prairie land, parts of which are valuable as hay-producing areas. The sources of this stream are springs formed by seepage from the hills in the vicinity, and also from some small lakes on the height of land between it and Willow creek. Whether these lakes can be used as a source of supply for this stream will be seen from future surveys; if it could be accomplished, it would form a means of irrigating lands that would be very valuable as hay-producing areas.

I am, sir,
Yours respectfully,

ARTHUR O. WHEELER, Esq., D.L.S.,
In charge, Division B,
Canadian Irrigation Surveys.

W. J. MACKENZIE.

Department of the Interior.

The following is a summary of the season's work :—

PHOTOGRAPHY AND TRIANGULATION.

Number of stations occupied for secondary angles.....	41
Number of stations occupied for preliminary base expansion...	7
Number of camera stations occupied.....	162
Number of photographic views taken for map construction....	530

TRAVERSE.

Number of miles of micrometer traverse.....	124
Number of miles of pace traverse.....	17
Number of traverse stations occupied with transit.....	234
Number of traverse stations occupied with compass.....	153
Number of observations for azimuth.....	5
Number of reservoir sites located.....	3

Barometric work necessary to carry elevation from bench-marks 15 and 17 along streams traversed.

It is impossible in the present short report and unfinished conditions of results to give full details. These will appear in the general report on irrigation and irrigation surveys for 1897.

I have the honour to be, sir,
Your obedient servant,

ARTHUR O. WHEELER, D.L.S.,
In charge, Division B, Canadian Irrigation Surveys, 1897.

No. 7.

REPORT OF JAMES DICKSON, D.L.S.,

SURVEYS IN LAKE DAUPHIN DISTRICT.

FENELON FALLS, ONT., 29th December, 1897.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report that I have completed the surveys you intrusted me with, in the Dauphin district, Manitoba, by your instructions dated the 5th day of April last.

I presume that, in addition to the short report on each township which I subdivided I should also send in a general report of my operations during the season. I therefore beg leave to submit the following :—

I left home on the morning of the 29th of April last, and arrived at Winnipeg a little after midnight, on the morning of Monday, 3rd May.

Owing to the train connections, I found it would be impossible to get any farther west on my route until the following Thursday and employed my time in purchasing supplies of provisions, camp equipage, wagons and harness, etc.

Mr. R. W. Hermon, D.L.S., my assistant, joined me on Wednesday May 5th.

I left Winnipeg with my supplies on the afternoon of Thursday the 6th and got as far as Portage la Prairie, where we had to remain until the following day at noon, when we left, reaching Dauphin that same evening. Next day, Saturday, I engaged a few men and gave my chainmen some instructions as to their duties. On the following Monday, as I found I could not get horses for a day or two, I started my assistant with six men out to Sifton by train, in the evening ; instructing him to camp there, fit up the wagons, get everything about camp in order, and if I had not then joined the party to begin the survey of the north boundary of township 27, range 20 west of the principal meridian.

I did not succeed in getting horses until late on Wednesday, and arrived at my camp with five horses and two more men, which completed my party. Next afternoon, May 13th, I found that my assistant had got the line started, and the following Saturday, having run the first four miles, I moved camp and went nearly to the centre line of the township. Here I remained until I had run all the lines I could conveniently reach from that point in townships 27 and 28.

On the 28th I moved camp south on the centre meridian, to within one and one half miles of the south boundary where we remained until the 12th of June. Then having completed the survey of township 27, I moved camp north to Mink river on the east boundary of section 21, township 28, and on June 30th having finished the survey of that township, I moved camp round by the east boundary, as it was impossible to get a road directly north for wagons to the middle of section 2 on the south boundary of township 29. From this camp I surveyed the eastern part of the township and on the 8th moved west to the centre of section 5 from whence I finished the township which I did on Tuesday the 13th. Next day I took my camp west along the boundary between townships 28 and 29, range 21 to Pine river trail and half a mile north on it to where it passes near a branch of Fishing river. Here I pitched camp and from thence ran the south part of township 29, and on Monday the 26th moved north to Fork river, from which point I completed the township and also ran its north boundary.

On Monday, August 2nd, I started west on an Indian trail, my objective point being where Fishing river is crossed by the line between townships 28 and 29, range 22, but after penetrating about three miles westward into township 29, I found that

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the trail bore too much to the west to strike my point. I therefore turned south and brushing out a road for the wagons, arrived at my goal a little before sundown. I remained here until Wednesday, the 18th, and then having run all lines, both in townships 28 and 29, which were within a reasonable distance from camp, I moved south, cutting a trail most of the distance to Mink river, on the west boundary of section 22, township 28.

I regret to say that one of my horses died while moving camp that day. He had been failing in flesh for a few days previous, and that morning I put him in the empty buckboard. He seemed to get along all right until noon, when he became suddenly worse and died in a few hours.

I completed the survey of this township on Thursday, September 2nd, and returned to the side of a slough where there was good water, on the Indian trail in section 22, township 29, the survey of which with its west and north boundaries I completed on Thursday, the 23rd.

The following day I went east on an Indian trail, to the road leading from Dauphin to Mossy river, and camped where that road crosses Fork river; as I was informed that it was uncertain whether water was to be had in my next township 30, range 19, the nearest point of which was one mile north of my camp, I remained here until I had subdivided the west and south parts of the township. While doing this I located good water on section 10, and moved my camp there on Wednesday, October 6th, finishing the survey of this township on Wednesday, 13th.

The day following I started for Red-deer point, township 32, range 18. Arriving there the following day, I commenced the survey, which was completed a week from that day, Friday, 22nd, which ended the season's operations, this being the last township in my instructions.

I struck camp next morning and arrived at Dauphin at dark on the evening of the 24th.

Next day I paid my party, disposed of my horses to the best advantage for the winter and stored my wagons and harness. I left Dauphin on the afternoon of Tuesday, the 26th, and arrived home the following Monday, November 1st.

I inclose herewith short reports of the various townships surveyed.

I have the honour to be, sir,
Your obedient servant,

JAMES DICKSON, D.I.S.

TOWNSHIP 27, RANGE 20.

The township is nearly all sandy loam, with a subsoil of sand. The whole of the two eastern ranges of sections may be rated as first-class, with the exception of the east half of sections 25 and 36, which I have rated second. West of these two ranges I have rated second and third, but there is scarcely a quarter-section which would not make a fairly good farm. At the time when I made the survey—the month of May—there was abundance of good water, but there were very few streams, and what there were were very small. But they, as well as nearly all the sloughs, I should judge, would dry up as soon as the hot season set in. Good water in abundance can be had all over the township at a depth beneath the surface not exceeding fifteen feet.

There is a small pond in the north-east quarter of section 25, one on section 27, one crossed by the eastern boundary of section 17, and one by the northern boundary of section 35. Those all contain good water, and, I should judge, do not dry up. The township has been nearly all burnt over. There is no prairie, there being only a few small areas of poplar and balm of gilead timber, not exceeding six inches in diameter, which have escaped, and there is no timber of any commercial value. The north-west and also the western parts were burnt over anew shortly before I went there last spring. The sloughs and meadows are nearly all pretty well filled with patches of willow, of from a square yard to one-fourth of an acre in extent, as tall as a man, and not much larger than good oat straw. Cutting a line through this was exceedingly slow work.

The surface of the country is either all level or slightly undulating. The Lake Manitoba and Canal Company's railway passes through it at a distance of a little less than half a mile from its eastern boundary, and Sifton station is in the north-east quarter of section 36. The only settler I found was James Wilson, who is located on the east half of section 36, at Sifton; I have shown his improvements in the field notes and plan, and inclosed herewith his declaration of occupancy. A number of Galician immigrants began squatting before I had the survey of the township completed, but as the sections on which they squatted were surveyed before they began, and they had no improvements other than temporary huts built before I left, I have not taken any note of any of them.

TOWNSHIP 28, RANGE 20.

This township is better adapted for grazing than farming. There are several sections of first-class land, but as they are not all together, but in different parts of the township, the settlement is not likely to be so rapid as it would be if the good land were all in one block. The soil is sandy loam in most places, and the higher ridges gravelly.

There are several creeks which all contained water when I was there, and that of a good quality; Mink river is the largest. Its principal branch enters the township a few chains south of the north-west corner of section 19, and after spreading out into a number of small streams, or losing itself in muskegs, its various ramifications are all united again before leaving section 23, and it crosses the east boundary, a fine large creek of beautiful water in section 24. The central and north-eastern parts are largely cut up with muskegs and beds of alkali. Scattered through these are patches of first class land, fairly well timbered with poplar and balm of gilead. There are also in the south-east quarter several large meadows of good hay.

The township contains no open prairie; but, except in those parts surrounded by muskegs or alkali beds, it has all been burnt over, and scrub is the only timber left. There is a large block, perhaps fifty acres in area, in the west half of section 34, of fine tall spruce; some trees as much as fifteen inches in diameter. There is another in section 30, also a grove on section 9, with a few small, scattered clumps or single trees, but not worth any special note, at various other points in the township. All this timber I would strongly urge, should be kept for actual settlers.

There were no settlers, but a few Galicians began erecting huts in the south-east quarter while I was there.

The Lake Manitoba and Canal Company's road, which enters the township on section 1, and leaves it on section 24, was constructed last season. The wagon trail from Dauphin to Pine river and Mossy river also enters the township a few chains north of its south-east angle, and leaves it again near the middle of section 25.

TOWNSHIP 29, RANGE 20.

As instructed, I only surveyed the south half of this township, and judging from what I saw in looking towards the north, I cannot recommend that the north half be subdivided. There is no open prairie in the township and no timber of any value; all is scrub, meadow or muskeg.

That portion of the land in the part I subdivided, which is not muskeg, is either yellow sand, gravel or stones, and there were only a few lines which I could grade as high as second class.

Fishing river, a stream of good water from fifteen to twenty-five links wide, and from three to five feet deep, enters the township from the west in section 7, flows easterly through sections 8, 9, 10, 11, and diverging for a short distance into 14, turns south-east and leaves the township near the south-east angle.

Besides that stream, there are several other small creeks and some small ponds a few square yards in extent. The water is good and plentiful, and the township is well adapted for a cattle ranch.

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TOWNSHIP 29, RANGE 21.

As instructed I subdivided only the west half of this township.

I also ran the north boundary of the whole township, and judging from the quality of the land along the east meridian (which I ran also), that on the north boundary and on the east half of the south boundary, which I travelled over when moving camp; I think the east half is not adapted for farming, but is good grazing country.

Nearly the whole of the two west tiers of sections may be safely rated as first-class, the west half of the third range a good second, and the east half of the range somewhat inferior.

I found a few short stretches of open prairie in this township, but for the greater part is covered with light scrub, with some good spruce along the south and west boundaries of section 6.

The land is mostly black clay loam of a very rich quality. There is a ridge of gravel only a few chains wide, extending all across the township. It enters a little west of the centre of section 4, on the south boundary, and crosses the north boundary one-fourth of a mile west of the north-east angle of section 31. One would think that ridge had been purposely placed there for a road, and there is a good wagon trail all along it.

The township is well watered by Fishing river on the south, and Fork river, a fine large stream of pure water, on the north. Besides these there are several other small streams.

There are also a number of good meadows, and a heavy crop of wild peas, mixed with hay, covered all parts of the township at all clear of growing timber or scrub when I was there in July.

TOWNSHIP 28, RANGE 22.

I found the east tier of sections in this township already surveyed, the east meridian being run.

The north boundary passes for almost its whole distance through heavy woods of balm of gilead and poplar with some swamp elm at Fishing river and the whole township is either timber or heavy scrub, except in the beaver meadows, which are not numerous, and a few acres of prairie on the north boundary of section 19. There are some small clumps and occasionally a single tree of spruce; but the prevailing timber is poplar and balm of gilead with a dense undergrowth of willow, hazel and alder. The surface is slightly rolling or level. There are a few small areas of alkaline swamp, the largest being on the east boundary of section 18, also a few gravel ridges. With these exceptions the land is all first-class, a deep, rich, black loam. In many of the sections there is not a yard of inferior land, and in the worst of them at least seventy-five per cent is first-class.

It is well watered; Fishing river flows through the north-west quarter, and Mink river through the south half. The water in both streams is of the purest quality, clear and cool in the hottest weather. There are also a few smaller creeks, and where there are none, the indications are that good water is to be had at any point by digging to a moderate depth.

TOWNSHIP 29, RANGE 22.

As required by my instructions I subdivided the east half of this township and also ran its west and north boundaries.

The south boundary is nearly all heavy timber, which extends northward from one to three miles when we get into large sections of high scrub, poplar and balm of gilead prevailing, with an undergrowth of hazel, willow and alder.

There is a considerable quantity of spruce and tamarac, mostly in sections 3, 10, 13 and 14, but not large enough to be of any value.

The part I subdivided is nearly all good land, a rich black clay loam. Almost every quarter section will make a good farm. There are also several beaver meadows, which

will yield large quantities of good hay when the clumps of willows and alder are cut. Of the unsurveyed half, with the exception of a strip extending about thirty chains north and south of the Indian trail shown on the plan, I do not think any part is adapted for agriculture.

The south part is watered by Fishing river, the north by Fork river of which there are here two branches, both good water. In some of the sloughs also, there is water of a good quality. The surface is all either level or slightly undulating.

TOWNSHIP 30, RANGE 19.

I found the south eight sections of the two east ranges of this township had been surveyed, also all its boundaries run, and I subdivided the balance of it.

The west meridian, north of the southerly one and one-half miles, is timbered nearly all the way. Along the southern part, and extending a short distance east, there is some good spruce and tamarac well suited for building material; but which, I think, should be reserved for the use of settlers, either in that or adjacent townships. In other parts of the township, the timber is of the usual variety peculiar to that country, and is, though mostly small, so dense as to make the opening out of lines exceedingly slow work.

There are a good many beaver meadows in the township, but in the part which I subdivided, the hay is poor, the land being too wet. I found only one stream flowing eastward through the second tier of sections from the south. It is small, but the water is pure and good.

The land is poor, either stone or muskeg, and I do not rate any of it above third-class, except the west half of section 26, which will make a good farm.

TOWNSHIP 32, RANGE 18.

This is a small township and the land very poor. Where it is not an irreclaimable marsh or beaver meadow, it is a mass of stones. It is the south part of which is known as the "Red-deer point," a peninsula which extends some twenty-four miles north into Lake Winnipegosis, and which is at no point two miles wide.

The meridian which starts between sections 4 and 5, is run all across it, and pretty nearly divides it into two equal parts. There is a considerable quantity of timber, mostly to the west of this: poplar, balm of gilead, some small oak and an occasional spruce, also a small grove of medium-sized spruce on section 9. There are numerous large beaver meadows of good hay, where several hundred tons may be cut each season.

It contains a number of small ponds, every one of which is strongly impregnated with salt, so much so that I believe the whole township is underlaid with salt, and I expect in the near future to see the manufacture of salt begun there on a large scale, now that there is a railroad built within one hour's drive of it.

Previous to the construction of the Canadian Pacific Railway, the Hudson's Bay Company manufactured salt here for their own use.

The township would make a first class dairy farm.

Department of the Interior.

No. 8.

REPORT OF A. F. MARTIN, D.L.S.

SURVEYS IN LAKE DAUPHIN DISTRICT.

WINNIPEG, 15th January, 1898.

E. DEVILLE, Esq.,
Surveyor General.

SIR,—I have the honour to submit the following report of my field operations during the past season.

Previous to my leaving Winnipeg for the field work, I went to Gladstone, where I was told I could purchase horses at a very low rate ; but, on arriving there, I soon discovered that the cheap horses offered for sale were valueless. I bought only two horses at Winnipeg, and also the buckboard ; the balance of the outfit was bought at Dauphin. I only brought four men with me from Winnipeg ; I hired the balance of the party as close to the field of operation as it was possible to find them.

Owing to the inclemency of the weather, and to the bad state of the roads, it was near the end of April before I was able to have the party fully organized and the work fairly under way. Owing to the number of people already settled in township 22, range 16, and the number of others anxiously waiting for its subdivision, I began my operations in this township. It is a curious fact that intending settlers will invariably prefer selecting poor lands in the vicinity of a railroad rather than locate on good lands at even a reasonable distance from it.

I heard loud complaints from many land hunters who came to take up homesteads in townships 22 and 23, range 16, thinking they were surveyed. The fact is that the Canadian Pacific Railway land department had distributed maps showing these townships as already subdivided, and it caused any amount of annoyance to the intending settlers.

We experienced a good deal of hardship in the subdivision of townships 22 and 23, range 16. A large and deep muskeg lies right in the centre of township 22, range 16. We had to wade through this muskeg for several days in order to retrace the north boundary of township 21, range 16, which was completely obliterated. Although the frost was still at the bottom of this muskeg, we had water over our knees, which meant a ducking up to the waist. For nearly two months I may safely say that no one of the party reached camp in the evening without being wet to the waist ; and yet no one seems to have suffered from these daily baths. It greatly impeded the progress of our work ; still to attempt to go around the muskeg would have wasted a great deal more time, for these muskegs have no definite shores, and are bordered with thick tamarac woods. These muskegs, better called floating bogs, are formed by the water overflowing from the Riding mountains. Several large creeks running from the Riding mountains empty their waters over the flat lands which are intercepted by ridges. These lands could be easily drained, however, by connecting the creeks coming from the mountains with those running into the Turtle river. There is a considerable fall from the foot of the Riding mountains to the river. Once drained, these flat lands will become very valuable.

We also had to retrace the east boundary of township 22, range 17, as well as the correction line ; the original surveys being entirely obliterated, owing to the great fires which have been raging through that district during the last seven years. I may state here, that whenever we had to connect our work with old corners which were simply marked with a wooden post and a bearing tree, we invariably found the land marks destroyed, thereby causing a great deal of annoyance to us and considerably delaying the work. For my part, and I know it is so with others, I much prefer opening a new line to retracing an old one. I think there is nothing so disappointing to a field operator, when expecting to connect his work with a corner already established, as to find it destroyed, and in consequence have to retrace several miles of the original survey. But all the corners marked under the new system, with an iron post and a mound, were found intact.

The Lake Manitoba Railway and Canal Co's line runs across township 22, range 16. The station called "Laurier" is situated on section 12. Although scarcely a year old, the village can boast of having already three general stores, three stopping places, one implement store, and one blacksmith shop. The land consists of gravel on the ridges and of a rich black loam soil on the flats, with a subsoil of clay.

We found several squatters in this township; they are all doing well, notwithstanding that they were prevented from making improvements to any great extent on account of the land being unsurveyed. The timber throughout is mostly destroyed by fire, with the exception, however, of a few sections in the south tier where good-sized oak and large poplar can be found. There is also considerable oak on the north-west quarter of section 18, and on the south-west quarter of section 19. It is simply painful to witness so much valuable timber destroyed by fire; and yet it is a wonder how any timber has escaped at all, considering the carelessness of the settlers in general in clearing their lands. I think the appointment of fire guardians throughout the country, on the same principle as the game guardians, whose duties would be to find out the origin of a fire as soon as discovered and bring the delinquent to justice, would have a beneficial effect. The timber agents could easily perform such function, and the presence of such an officer in every locality would certainly make people more careful in starting fires.

Besides the muskeg referred to, there is another bad floating bog following the ridge on which the railroad runs. It being impossible to cross to the west side of the township with our teams, we proceeded with the survey of township 23, range 16, before completing township 22, range 16. We also encountered a good deal of wet land in township 23, range 16, due to the same cause as in the before mentioned township, and which land could also be easily drained by the same means, for several creeks runs across this district to Lake Dauphin.

The L. M. R. & C. Co.'s railway runs also through township 23, range 16. The station (Makinak) is on section 17. This station being the outlet for the people of Ste. Rose du Lac, as well as for those living south and south-east of Lake Dauphin, is bound to become an important point. There are already two general stores doing good business, two stopping places, and one livery-stable. We found only one bona fide settler at the time of the survey, but several have gone in since and I have no doubt that every available quarter section will be occupied before the land is put into the market. The soil throughout consists of a good sandy loam with a subsoil of clay. When the swamps are drained a great quantity of hay will be available for market. There is no timber of any consequence beyond an almost unlimited quantity of wood for fuel and fences. During our work in this township the black flies were most terrible, our horses were frantic and lost flesh through this pest. Strange to say, the mosquitoes were not troublesome before September. They made their appearance this year at the time they generally take their departure. We were obliged to partly retrace the north boundary of this township.

On the 14th July we moved out from township 23, range 16, and went back into township 22, range 16, on section 17 to complete the balance of the latter township, left undone as explained above.

To reach there, we had to go round by township 23, range 18, and then through township 22, range 17, following a trail on top of a ridge strewn so thickly with stones that for half a mile at a time the wheels of our wagons would not touch the ground. The muskegs will make fine hay meadows when drained, and drained they surely will be, for hay is rather scarce in the vicinity and can only be got in these bogs.

On sections 17 and 18, we found two fields of oats of about five acres each. The soil is surprisingly rich. There are also a few tamarac swamps of some value, the timber being large enough for ties and logs for buildings, but nothing in the way of lumber. We completed township 22, range 16 on the 7th August and began work at once, in township 22, range 17, by running the centre line of the township, that is to say, the north boundary of sections 13, 14, 15, etc., to the western limit. On the 12th of August our horses took a sudden leave of absence. I sent one man after them and he returned with the horses on the 15th having found them at Lake Dauphin a distance of about twenty miles from the camp with their hobbles broken. On the 13th we had the worst rain storm of the season; it rained all the afternoon, it poured all the night of the 13th

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and in consequence on the morning of the 14th we woke up with our camp submerged. The centre line of the township being run, we proceeded to reach the south-west corner of township 21, range 17 in order to establish the east boundary of townships 21 and 22, range 18.

On reaching the Ochre river, we met with an old Indian trail which was quite a help to us. We followed this trail in a south-westerly direction along the river till we came into the Cameron road, opened in 1887. Hazel brush had grown on it to a height of twelve feet, still it was a relief to travel on some sort of a trail where all the trees had been removed for a width of thirty feet. Had we not struck this so-called Cameron road, I had fully made up my mind to leave the hind wheels of the wagon at Ochre river with part of the outfit and proceed with the front wheels only. This mode of travelling is very advantageous in going through bush. A team will carry quite a load on the front wheels of a wagon. I am aware that some surveyors prefer carts to wagons in travelling through a thickly wooded country, but I suppose it is due altogether to a matter of habit. For my part, I find it a great deal easier to travel through thick brush with a team of horses than with a single horse rig. With a cart, for instance, the brush will get entangled between the horse and the shafts; whereas the neck yoke bends the high brush down and forward, and makes it a great deal easier for the horses to travel. This Cameron trail took us to within three and a half miles of our destination.

The eastern boundary of townships 21 and 22, range 18 runs through heavy timber from start to finish. The ground is also broken into deep ravines and rivers; but the soil is remarkably good even on the very summit of the Riding mountains.

From section 12 in township 21, range 17, we could see Lake Dauphin which did not appear to be more than six miles from us, and yet we were more than twenty miles from it.

The Ochre river enters township 22, range 17 in section 18 and flows in a north-easterly direction through section 32 into township 23, range 17. Its banks are about eighty feet in height. Its waters are shallow and run with a great rush through almost a continuous rapid. This river must derive its name from the existence of oxides of iron in the clays composing its banks, and which iron gives the clays a deeper colour. In several places on low lands we found a combination of peroxide of iron with water, giving the impression to fortune hunters of the presence of gold. In fact, a prospector was seen last summer, taking samples from several swamps, where the water was so coloured, and had the samples analyzed in Winnipeg. This man thought he had made rich discoveries of gold mines. Great was his disappointment when he was made aware that he had found instead great deposits of pure coloured mud.

The southern part of township 22, range 17, unsurveyed is covered with a dense virgin forest, protected from fires by several creeks and rivers running in all directions. That part of the northern half on the east side of the Ochre river is all, or very nearly all, burnt; but the soil is inferior.

A well defined and high ridge runs in a north-westerly direction from the north-east corner of section 14. This ridge is practically the foot of the Riding mountains. A farmer by the name of Henderson is settled on the north-east quarter of section 13. He has cleared and cropped about ten acres of land. He has a fine dwelling house and several outbuildings. This man came originally from Ontario, where he has cleared one hundred acres of timber land. A Mr. Nash is also settled on the south-east quarter of section 24. Both these settlers seem quite contented with their location. As I have already said, the mosquitoes were terribly bad during September; these pests and the heavy dew of the morning which remained in the lower bushes till late, made it anything but pleasant. I was prepared to move into township 23, range 18, when I received your instructions for the additional survey of the north half of township 23, range 22. I at once made up my mind to go into township 23, range 20. At all events there is very little fertile lands in township 23, range 18. It is questionable if it is advisable to have more than the north-east quarter of that township surveyed, and I doubt very much the wisdom of having any section in township 23, range 19, subdivided.

We moved to Dauphin on the 4th of October, and left that place on the 6th for township 23, range 20, which is settled only by Galicians. I must confess that I was at first prejudiced against these people. Their appearance is certainly against them; I am pleased to say, however, that after having lived in their midst for four weeks, I found them to be intelligent, industrious, sober, honest and good natured people. They have imported with them certain manners which do not harmonize with the customs of our Canadians, but their good morals cannot be questioned. The Galicians remind me a great deal of the Mennonites when they first came into this country. To-day, however, nobody could truthfully deny that the Mennonites are some of the best settlers that we have in Manitoba; and so it will be with the Galicians. They have built picturesque and comfortable log houses for their families. They did not yet have much time to make improvements on their farms; at any rate they were deterred from doing this by the fact that the lands were not subdivided. But taking all into consideration, I think they have done wonderfully well for the short time they have been in the country. Each family owns a certain number of head of cattle and of the best kind. The Galicians are settled in a fine location, one of the finest it was our lot to survey during the season.

The land in the vicinity of the Vermilion river is covered with light brush, and is easily worked. The western part, however, is pretty well wooded with poplar, and wherever the fire has gone through is covered with heaps of dead timber. The soil is of the best, consisting of a rich sandy loam, with a subsoil of sand and clay. It is a well known fact, that lands with sandy loam soil are worked fully a week earlier in the spring than the heavy clay lands.

The Vermilion river flows northeasterly from section 7, through a valley of about twenty chains wide with banks of seventy-five feet. As this river forms the boundary of the lands allotted to the Galicians, I was instructed by you to traverse it. The river being a continuous rapid, the water does not freeze, so that we had to traverse it by following the banks, through dense willows and poplars, an operation that occupied us for a week.

Not knowing the arrangements which were made with the Galicians as to their allotment, and having no one to interpret, I was unable to take any statutory declarations of the actual settlers. I think that this work could be better performed if judged necessary by the land agent of Dauphin. On the 13th October we had our first snow storm of the season. We had rain on the 25th and the 30th of the same month. On the 8th, 13th and 14th of November, we had heavy snow storms. The weather turned very cold on the 15th of that month. I persisted in continuing our operations, as my past experience in this country had taught me that a cold November means a mild December. In this at least, we were not deceived.

We went into township 23, range 21 on the 16th of November. On the following day we had another snow storm, the last of any consequence during the balance of our field operations. The north half of township 23, range 21, that is to say that part surveyed by us, is much broken by ravines, but the soil is generally good. The heavy falls of burnt timber made it very hard for us to get to and back from our work. There are two settlers on section 32 which was surveyed a few years ago. The nights being cold, and hay being scarce, I had the horses put into one of these settlers' stables.

On the 7th of December we moved camp to township 23, range 22, where we had the good fortune to camp in the house of a settler. The two northern tiers of sections in this township are practically open. All the even-numbered sections are taken up. The land, although much broken by creeks and ravines, is of the finest. These two northern tiers of sections form the border of the celebrated Gilbert plains, rightly claimed to be the garden of Manitoba. The remainder of the township is densely wooded. The ground not being frozen in the woods, we had no difficulty in making our mounds.

In conclusion, I may say that our operations during this past season have been continuously of a heavy nature, one of the most arduous during my whole experience. I was willing, notwithstanding, to continue work in the field for at least another month, because I claim that winter is the proper time to survey such districts as we were in last summer. The men, however, seemed to think that they had enough of it and were

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anxious to go home. We therefore broke up camp on the 24th of December. I paid part of the men at Dauphin on the 25th and the balance in Winnipeg on the 29th. As I have already advised you I sold two of our horses. One of those sold, had been very sick in the earlier part of the season with mud fever, and appeared to have suffered from it all the summer. This disease was very prevalent at Laurier last spring ; several farmers lost a number of horses.

While in the Riding mountains, we saw many bears and deer.

I have the honour to be, sir,
Your obedient servant,

A. F. MARTIN, D.L.S

No. 9.

REPORT OF P. R. A. BELANGER, D.L.S.

OUTLINES AND SUBDIVISION IN THE SWAN RIVER DISTRICT.

OTTAWA, 31st December, 1897.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I beg to submit the following general report of my operations in the Swan River district during last season.

On receipt of your instructions, dated the 30th March last, I left home on the 2nd April for the field of my operations, via Winnipeg, Dauphin and Yorkton, and reached Dauphin on the 9th of same month, after a stop-over at Winnipeg of three days for securing my supplies.

At Dauphin I was delayed for several days waiting for my outfit, which only arrived from Lake Winnipegosis on the 14th, though I had telegraphed several days beforehand to have it ready for my arrival on the 9th; so that it was not until the 16th that I could start from Dauphin for Yorkton, where I had shipped my supplies ahead.

I reached Yorkton on the 21st, and after securing my supplies at the railway station, I proceeded on the 23rd to the Swan River valley via Fort Pelly, reaching the field of my operations on the 28th of April.

Here, my first work consisted of the survey of the 9th base line from the east boundary of range 30, westward to the 2nd meridian, a distance of a little over eighteen miles. This work was commenced under very unfavourable circumstances, owing to the roughness of the country, the want of feed for horses, and the impossibility of bringing the outfit near the line.

That part of the 9th base line starts from the west boundary of the province of Manitoba, and for the first six miles, that is across range 30, runs over Duck mountain, a rough, hilly and burnt country, broken by swamps and ponds. At a short distance south of the base is a belt of small timber, evidently growing in a chain of spruce swamps. The soil is good enough, but owing to the roughness of its surface I have rated it second class.

In range 31, the line leaves the mountain in the west part of section 36, and runs through a rolling and open country interspersed by a few bluffs of poplar and scattered spruce in section 33, and intersects "Lac la Course" in the west half of section 32. This lake, which is about two miles wide on the line, occupies the whole of section 31, and nearly all of section 36 in range 32. It appears to be a shallow sheet of water extending north for over half a mile, and south for several miles, and considerably increasing in breadth on the south side.

Judging by what I saw in the vicinity of the base line, the land in range 31 would be very suitable for farming purposes.

From "Lac la Course" westward across range 32, the base line runs through "Kee-See-Koose" Indian reserve, which occupies sections 35 and 34 and a fraction of section 33, after which it enters a scrubby, rolling prairie or burnt country, interspersed by clumps of dry or green poplar and willow.

The soil is of fair quality.

In range 33, which is a fractional range only 13 chains in width, the line runs through open prairie and strikes the 2nd meridian on a ridge a short distance north of Fort Pelly.

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Having to deflect the line several chains to close with the corner on the 2nd meridian, and finding that range 33 was too narrow for a proper deflection, I deflected that part of range 32, which lies between the Indian reserve and range 33, a distance of nearly three miles, after which I connected with the 2nd meridian by a line run due west across range 33.

Returning to my starting point, I re-measured and re-marked the east boundary of range 30 across townships 33 and 34 without making any change, except at the 9th correction line, where I made a correction of 3.34 chains by moving the post at north-east corner township 34, 1.67 chains north, and that at the south-east corner township 35, 3.34 chains north, which I found necessary to establish the 10th base in its approximate latitude.

Continuing the re-measurement of this line, as run by D.L.S. O'Hanly, across townships 35 and 36, I remarked all corners after making the proper correction in the chainage, which I found about equal everywhere, with the exception of a bulk error of one chain in excess, which I detected on section 36 of township 36.

The country along this boundary line is either open prairie or burnt and overgrown with young poplar and willow, with the exception of the last four miles of township 36, which are heavily timbered.

In township 35 the line runs over Thunder hill, an isolated prominence which rises about 500 feet above the plain and is very steep and roughly broken by land slides and deep ravines on the north side.

Several streams of good water, tributaries of Woody river, are crossed in township 36.

Swan river is also intersected by the correction line.

As I suppose that D.L.S. O'Hanly has already made a report as to the quality of the soil and the other features of the country along this line, I will make no further reference to them.

From the north-east corner of township 36, I ran the 10th base line eastward across ranges 29, 28, 27, 26 and 25, and produced the meridian outlines of these ranges southward to the 9th correction line, with the exception of the east boundary of range 25 which was not run, and that of range 26, which was only run 6 miles.

The tract of land covered by these ranges may be described as follows, viz:—

Across range 29, the base line runs along the foothills of Porcupine mountain through a dense forest of large poplar and balm of gilead interspersed with a few scattered spruce, intermixed with a thick undergrowth of hazel and willow.

Woody river is intersected on the east half of section 31, entering into township 36 from the north north-west and after meandering a short distance along the south side of the base it turns northward and crosses the line in the east half of section 36 flowing in a north-easterly direction. It is a stream averaging one chain in width by four feet deep, and though narrower than the Swan river, it was found at the time of the survey to carry more water than the latter.

Another stream, a tributary of Woody river, flowing from the north is also crossed in the west half of section 33. It is a creek averaging about 30 links in width by 18 inches in depth, with stony bottom and swift current.

The soil consists of a rich loam with sandy clay subsoil, and may be rated first class. Its surface is generally undulating and sloping gradually towards the south-east.

Range 28.—The base line across this range, in sections 31, 32 and 33, runs partly through heavy green poplar bush mixed with spruce and birch, and partly through scattered dry poplar and thick second growth, after which it enters a more open country, but still covered with a thick second growth with scattered dry timber and bluffs of large poplar.

Large hay meadows and willow swamps are met with on sections 32, 34 and 36

Woody river encroaches for about one chain of the line near the west corner of section 31.

A stream, known as the "south branch" of Woody river, is intersected in the east half of section 33, flowing in a north-easterly direction to empty its waters into the main branch a few miles to the north. This south branch averages 30 links in width by 2 feet in depth, with sandy bottom and slow current. It flows all the year long.

The soil is generally rated as second class.

Before I left this range Mr. Hubbell, D.L.S., joined me on the 12th June, and we made arrangements together by which one of us was to run all the outlines and make the subdivision of townships lying north of the 10th base, whilst the other would run the 10th base, together with the outlines and subdivision on the south. Mr. Hubbell having chosen the north side, I went on with the survey of the base line across range 27.

On entering this range the 10th base runs over a low ridge occupying the greater part of sections 31 and 32, and covered with poplar bush. After leaving the ridge the line enters a low wet country, covered with willow and hay, and occasionally, when the land is dry, it is interspersed with glades of open prairie.

On the east part of section 34 and the west part of section 35, there is a large spruce, willow and tamarac swamp, after which the line crosses a scrubby prairie which lies along the north bank of the Swan river, and extends to the intersection of this river in the western part of section 36.

The remainder of section 36 is thickly covered with poplar, scattered birch, maple and hazel bush. The soil, where dry, is generally good for farming purposes, but is not of any great extent in township 36, but appears to improve and increase in township 37.

The north branch of the Fort Pelly-Swan Lake trail crosses on the east part of section 32, whilst the south branch intersects in the west part of section 35.

A small marshy coulée, known as "Oak coulée," enters from the north, about half way on section 34, and empties into Swan river, which lies about one mile to the south.

Range 26—The country across this range is low and generally wet, and with the exception of section 35 and the east half of section 34, is all timbered with poplar or large willow bush. The sections above referred to have been overrun by fire, but are still densely covered with a second growth, intermixed with scattered dry timber and heavy wind-falls. Sections 32, 33 and 34 are greatly broken by numerous hay marshes where quantities of good hay may be secured.

Roaring river, a tributary of Swan river, is intersected in the east half of section 35, flowing in a north-easterly direction. It is a stream about 80 links wide, by 2 feet deep, of excellent water, running over a sandy bed.

Favel river and its east branch, streams of fresh water, about 45 and 35½ links in width, by 18 and 24 inches in depth respectively, run through the east half of section 36, flowing in a northerly direction, and join together at a short distance north of the base before emptying their waters into Roaring river.

The soil on the western sections ranks second class, but it improves to first class on sections 35 and 36.

Range 25.—Producing the base line through range 25, we strike an open scrubby country at about 20 chains east of the west boundary of section 31, which extends all over this range, being broken only by a few bluffs of spruce and poplar on sections 34 and 35.

As seen along the base line, the land in this range is generally low, marshy and wet, but at a short distance south in township 36, the west half of this township rises gently for about four miles to the south, after which it lowers again and appears to be wet, and the soil turns sandy, stony and poor as far as the foot of Duck mountain, which occupies the southern row of sections in township 36.

Finding no advantage in producing the base line any farther east, I ran the necessary outlines, and spent the remainder of the season in subdividing the townships I found most open and suitable for immediate settlement.

SUBDIVISION.

Commencing in township 36, range 25, I subdivided that part of the west half just above described, which comprises seventeen sections of very desirable land for general farming purposes. Its soil is either clay loam or sandy loam of a rich quality, and well watered by several small creeks or coulées, where water can be found at all times of the year in beaver dams. Good timber for fuel or building purposes will always be found in quantity on Duck mountain, which lies in the immediate vicinity.

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Township 36, range 26.—The part subdivided in this township comprises all the land situated south of Roaring river, being all the open land within its limits. The remainder, that is to say, that part of the north-west quarter which is comprised between Roaring river and the base line is heavily timbered, wet, and broken by numerous hay swamps, and was found unfit for immediate settlement, and consequently was left unsurveyed.

The part surveyed is generally of a rich soil, well adapted for farming purposes. It is watered by numerous rivers and creeks, among which are Roaring river, Favel river and its east branch, and Minitonas Hill creek; the latter being a creek of about the same size as either branch of Favel river. Bluffs of fine, extra large spruce are found in the valleys of the streams on sections 18, 23 and 26, and also on section 30. Good hay grows in large quantities in the unsurveyed part of this township, and firewood can be obtained for years to come on Duck mountain, which lies a short distance to the south.

A wagon road, which I broke to Fort Pelly from range 25 for hauling supplies, will be found advantageous for settlers wishing to take up land in ranges 25, 26 and 27.

Township 35, range 26.—Here I subdivided only that part of the west half comprised between its north boundary and the foot of Duck mountain, covering about 20 sections. This piece of land may be described as a rolling, burnt country, partly overgrown with scrub, and interspersed with bluffs of young poplar in the south part.

Minitonas hill, a prominence rising to about 150 feet above the plain on its north side, lies across sections 20, 21, 27, 28 and 34.

The land south of Minitonas hill is generally of the best quality, especially along the west boundary, where it is very rich. It is well watered by Minitonas Hill creek, which rises in Duck mountain, and runs in a curve across sections 9, 16, 17, 18, 19, 30, 31 and 32.

Another small creek waters sections 21 and 22, and empties into Favel river. A large bluff of spruce appears to extend over sections 3, 4 and 5, which are occupied by Duck mountain; but, as I did not survey these sections, I could not ascertain the quality of the timber for lumbering purposes.

My next work consisted in the subdivision of township 35, range 27, which work I began on the 23rd of August.

The country through this township is partly undulating and partly rolling country, with a range of hills extending easterly and westerly across the south half. Its soil is generally sandy loam, with a subsoil varying from clay to sand. Fifty per cent of the land in this township is open, and may be considered very desirable for farming purposes. The remainder is of inferior quality, it being mostly high land heavily timbered with poplar, varying from three to seven inches diameter, or covered with a dense second growth.

Roaring river enters on section 4, and, after running through the township in the shape of an S, it crosses the north boundary on section 33.

Minitonas Hill creek encroaches on sections 24 and 25, while several small creeks water the interior of the townships. They are situated so that water can be obtained within a mile from every section.

On the 20th September, having completed the survey of township 35, range 27, I commenced the subdivision of range 28, by surveying the north half of township 35, and three fourths of township 36, leaving its north-east quarter unsurveyed.

In township 35, the country has also been overrun by fire, especially in the north-west quarter where there is nothing but scattered poplar bluffs left with a second growth of underbrush; but on sections 26, 27, 33, 34 and 35 there is still a large quantity of dry timber intermixed with willow and windfalls.

Sections 25, 26, 35 and 36 are low and marshy, and can supply quantities of hay.

"Square plain", a gravel ridge of a grassy and open surface lies diagonally across sections 27 and 33, extending also for some distance into township 36.

Several small creeks, rising mostly at the foot of Duck mountain, water the part west of "Square plain", together with Swan river which runs through sections 30 and 32.

The survey of the south half of this township was postponed till November, but owing to the great depth of snow which fell in that month I could not survey it.

In township 36, fire has also cleared out a few sections in the south-west corner, but the remainder is still covered with dry or green poplar bluffs alternating with heavy scrubby openings and swamps. The north-east quarter of this township, being partly heavily timbered with large poplar, and partly covered with thick willow and swamps was left unsurveyed.

The south branch of Woody river flows across the north-west quarter, whilst the Swan river enters on section 4 flowing easterly, and after watering the southern sections turns northerly across section 12 and runs out of the township in the southern corner of section 13.

The Fort Pelly-Swan Lake trail enters on section 5, and on reaching "Square plain" on the east side of this same section it divides into two branches known as the north branch and south branch.

The soil is fair, and fifty per cent of the land surveyed in range 28 may be considered as very good for farming purposes.

From this range, I moved camp to township 36, range 27, where I spent the remainder of the season in subdividing this township. Here, I found a gently rolling country, mostly all covered with poplar bush, of which seventy per cent is fire killed, and heavily mixed with windfalls and scrub.

A few narrow strips of prairie openings are found along Tamarac creek and Roaring river, two streams which run diagonally across the township in a north-easterly direction.

Another strip of scrubby land is also found along the Fort Pelly-Swan Lake trail, which follows at a short distance along the north bank of Swan river, which river flows across the north-west half of the township.

Swan river, here, as well as in the other townships where I came across it, averages about 150 feet in width, and is generally a rapid stream with sandy or stony bottom.

Tamarac creek is comparatively small, rising from springs in this township, and from marshes in range 28. It appears to flow all the year long.

Oak coulée, a small marshy coulée flowing only in high water, enters from the north on section 34 and empties into Swan river.

The soil, throughout this township, is with little exception, a light sandy loam with sand subsoil; it has been rated as second class.

I finished the survey of this township on the 19th November, after having worked during the last five days through snow 18 inches deep, and very low temperature. As the snow was too deep for the horses to make their living by pawing for their feed, and being unable to secure them good feed at any price, I was forced to close my operations, and consequently I could not complete the subdivision of the south half of township 35, range 28, which work I had postponed.

There were no actual settlers within the limits of my survey, but I believe this is due to the fact that there were no lines for them to go by. Now that a large tract of land is surveyed and that a good wagon road has been opened by the Manitoba government from Dauphin to Swan River valley, via the north-east end of Duck mountain in township 36, range 25, besides the old road by Fort Pelly and Yorkton, I think that country will soon be settled up, principally townships 36, ranges 25 and 26, and townships 35, ranges 26 and 27.

During the season I surveyed $91\frac{1}{2}$ miles of base line and meridian exteriors, and ran 220 miles of lines in the subdivision of townships, besides 24 miles of re-survey, forming in all a total of $335\frac{1}{2}$ miles. This mileage over such a timbered country as the Swan River valley, may be considered a good season's work.

On the 20th November, being unable to continue the survey any longer with advantage, I closed my field operations and started at once for Yorkton, which place I reached after six days travelling through 18 inches of snow for half the way, and having to beat a track for that distance. Here I made arrangements with Mr. John de Balinhard for the wintering of my outfit, and left that place by first train for home.

I have the honour to be, sir,

Your obedient servant,

P. R. A. BELANGER, D.L.S.

Department of the Interior.

No. 10.

REPORT OF ERNEST W. HUBBELL, D.L.S.

SURVEYS IN SWAN RIVER DISTRICT, MANITOBA.

OTTAWA, 30th December, 1897.

E. DEVILLE, Esq.,
Surveyor General.
Ottawa.

SIR,—I have the honour to submit the following report of my field operations during the past season in the Swan River district.

In accordance with instructions from you dated the 30th March last, I left Ottawa on the 2nd of April, en route for the Swan River district, Manitoba. I arrived at Winnipeg on the 5th, spending a couple of days there purchasing supplies, camp equipage and superintending the shipment of same by train to Yorkton. I also procured from the Manitoba Cartage Company a sufficient number of iron bars (survey posts) for the season's work.

Leaving Winnipeg on the 8th, I arrived at Minnedosa the same evening, where I met my outfit, which had been brought in that day from its winter quarters north of Scandinavia, in accordance with a telegram to that effect which I had transmitted from Winnipeg. I regret to say that one of my horses had died during the winter. He was sick when turned over to the contractor the previous autumn, so I hardly expected that he would survive the winter.

On the 9th I engaged my party, pitched camp, repaired outfit, purchased three horses, procured the necessary supplies and the next day at 11 a.m. left with my outfit by trail en route for Yorkton; the trails being soft, I only made about six miles that day. On Monday, with the assistance of an extra team, I reached Newdale, about 13 miles distant; the trails were very bad, water, mud and ice up to the axles of the wagons. In crossing creeks and streams the ice was not sufficiently strong to support the horses; consequently, when breaking through, they cut and hurt themselves to a considerable extent. As I had a long trip to make with my outfit from Yorkton, the horses not being in the best condition, and taking into consideration the length of time it would take to reach Yorkton, I decided it would be cheaper, quicker and a great saving of the horses to hire a car and take all my outfit from Newdale to Yorkton. This I did, paying \$46 for the transportation.

We arrived at Yorkton at 2.30 a.m. on Saturday, the 17th April, during a violent blizzard. Being turned out of the car by the railway officials, and not being able to secure accommodation at an hotel, we were compelled to seek the best shelter available. Some of us went into the immigration shed and lighted a fire in an old stove, but there we even felt the cold worse than outside, as the numerous and immense chinks and cracks through which the wind penetrated, made it impossible to keep warm. However, it was "Hobson's choice," and at the first sign of dawn, although it was still snowing and blowing a gale, and being half frozen, we got our tents up, becoming independent of the hospitable railway officials at Yorkton.

That day (Sunday) two men arrived from Prince Albert with D. T. S. Fawcett's outfit, having been eleven days on the road.

Monday was a busy day, loading up supplies which had been previously shipped by rail from Winnipeg, making necessary repairs to wagons, tents, harness, etc., shoeing some of the horses, and purchasing numerous small articles essential for a long trip.

On the following day we left Yorkton en route for Kamsack, arriving there on the 22nd April; the next day we were busy hauling wood and hay, sharpening tools, etc

Saturday, the 24th, we commenced the re-marking and re-establishing of corners in township 29, range 32, west of the principal meridian. About half of the corners of this township had disappeared, and were re-established by us. This is a fine township for cultivation—first class soil, well watered by creeks, small lakes and the Assiniboine river, and plenty of wood for fuel and fencing. There is considerable hay land throughout and excellent tracts suitable for grazing purposes. There are several settlers in the township, some of them having herds of stock, which, judging from their condition, would be of good market value. I have since heard that many of the finest cattle in the territories are brought from here, and it is a wonder to me why this district is not more settled.

I next re-marked and re-established the corners in township 29, range 31, west of the principal meridian. This is well covered with timber, some of which is of fair size and fit for building purposes, although the serious fire we had in the spring destroyed a considerable portion. The surface is very broken and hilly, especially the south-eastern part, the soil being generally of light quality, sandy and gravelly in places, but there are a number of good sections suitable for homesteading, also a fair quantity suitable for grazing purposes; only two settlers were in the township at the time of my survey. The Indian mission—a handsome residence with all its outbuildings—is in section 20. I finished work here on the 11th May and started for Fort Pelly the following day, where I arrived the same evening.

It might not be out of place to add a few remarks upon the general nature of the country between Yorkton and Fort Pelly via Kamsack, the mail route, a distance of about sixty miles. The greater part is open country, with small scattered bluffs of poplar and willow, the soil, generally, is of fair quality, although inclined to be light. This is more noticeable after leaving Kamsack, where it is in places very sandy, more especially north of the Indian agency, on Chief Cote's reserve. Numerous creeks and small lakes afford an excellent supply of water the year round, and plenty of timber and firewood is to be had a short distance from the trail. The trail is generally in fair order for travelling at all times of the year, with very few heavy grades and several good bridges. Along the trail at short intervals substantial farm houses are to be seen, and from inquiries I learned that the farmers generally adopt mixed farming. The other route, about six miles shorter, is usually used for hauling freight from Yorkton and Saltecoats to Fort Pelly and Swan lake, passing the Crooked lakes and through the Galician settlement. This last mentioned trail is by far the best—no hills nor mud holes of any account, and wherever necessary bridges over the streams. The country is much the same along both trails, though the soil is of better quality along the latter.

A number of Galicians have settled in the vicinity of township 28, range 3, west of the 2nd meridian; they complain that the survey corners are nearly all destroyed, and from casual observation I think it is the case, and would suggest that a few of the townships around the Crooked lakes be re-posted.

On the 14th of May, I left Fort Pelly en route for the 9th base, after a tedious trip through mud, heavy windfall and much cutting of roads, we arrived on the 18th at our initial point at the intersection of the 9th base and the boundary between Manitoba and the Territories. That night we observed for azimuth, and the following day projected the base about a mile when we were stopped by a heavy downpour of rain, which continued the rest of the day. On the 24th we completed the base across range 29. This line for the first three miles runs through fairly open country, but covered with considerable windfall; the last three miles is heavily timbered with dead poplar and scattered clumps of spruce. Of course, being on the Duck mountain, the surface is very much broken and covered with dense windfall and brulé, entailing considerable labour when moving our outfit. This portion of the country is well watered by numerous creeks. To the south of the base line for quite a distance a fine open stretch of country is to be seen. The soil across this range is not of first class quality; the surface soil averaging two inches in depth is of black loam with a subsoil of clay and stones.

Owing to the heavy fires of recent date, nearly all the good timber has been destroyed on the northern slope of the mountain.

On the 25th, I commenced the meridian between ranges 28 and 29 and produced it north to the correction line. The country through which it runs for the first ten miles

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is all covered with brulé, heavy windfalls and thick willow. It was a most difficult undertaking to bring our outfit along with us, as roads in addition to the meridian had to be cut out, and the ground being very soft, especially at that time of the year, made progress with the outfit very slow, not over a mile a day, and then with only half our outfit.

On the 7th of June we completed the meridian and jog, the last two miles being through very good country. The soil along the meridian is generally of good quality, alluvial, averaging six to eight inches in depth, with good clay subsoil. The meridian crosses the Swan Lake and Fort Pelly trail about ten miles north of the base, and from thence runs through an excellent tract of country. From here we proceeded north to the 10th base, crossing the Swan river.

This river, which flows in a north-easterly direction, discharging into Swan lake, averages about 150 feet in width and three feet in depth at low water, exceeding 12 feet at high water, with a current of from two and one-half to five miles per hour. The river has cut-banks from 15 to 40 feet high; the bed is generally covered with limestone boulders.

After a hard trip through windfalls and much swamp, we reached the township corner on the 10th base, in range 28 west of the principal meridian, where we found Mr. D.L. Surveyor Belanger at work. It was a fortunate meeting, as we were then able to decide definitely upon our individual allotment of work for the balance of the season.

On the 14th, I commenced work on the meridian in range 28, and finished (all that was required) by the 19th. This line for the first three miles runs through low swampy land and much windfall. Three miles north of the base we crossed Woody river, which runs north-easterly, emptying into Swan lake; its average width is about 120 feet, but is considerably more in places; it has a current of about four miles per hour; high cut-banks, and varies in depth from three to ten feet: in fact, very similar to Swan river, with the exception that the bed is of sand and clay; the water is fresh and clear. There are plenty of fish in both rivers.

I next proceeded to run the outline in range 27, commencing on the 23rd of June, and finishing on the 1st of July. This meridian crosses Swan river three times, and Woody river five; it also crosses an Indian hay reserve in township 37. The country for the first six miles north of the base is low and wet, covered with willow and scattered clumps of poplar; the soil is first-class. In township 38 the country was wet but covered with larger timber, principally poplar, and towards the northern end thick, dense, tangled willow, which extends to the foot of Porcupine hills.

I next ran the north boundary of township 37, ranges 26 and 27. In the latter range, part of the country is covered with brulé and windfall; the remainder, as well as across range 26, is covered with willows, second-growth poplar and a few clumps of spruce, which, in addition to the very flat and exceedingly wet country, makes travelling with wagons or any vehicle up to the month of August most difficult; it is almost impossible to take even pack-horses over this portion of the country to Swan lake until this month: several instances were brought to my notice where even this method of locomotion had to be abandoned.

On the 16th July we moved camp to Swan river in range 26; from here it was necessary to take a flying camp across the river to the base. After passing through a very rough, thickly wooded country and several rivers, we arrived at our starting point on the 20th, commenced work on the outline, and by the 29th finished all that was required—eight and one-half miles. This line runs through a very rough, hilly, heavily timbered country; in less than three miles we crossed, on the line, Swan, Roaring and Favel rivers fifteen times. As can be imagined, this entailed much tedious and laborious work, as well as considerable personal discomfort. Favel river, which we crossed twelve times, is a small stream with a rapid current, about 60 links wide, and from two to four feet deep; it flows northerly, emptying into Roaring river, has a sandy bottom, with a few limestone boulders; cut-banks on either side which are about ten to twenty feet in height; and, judging from the appearance of the country, the river must overflow these banks during the spring freshets. Roaring river has also high cut-banks; it is about two and one-half feet deep at low water, sandy bottom, current about from two and one-half to three miles per hour, and flows northerly, emptying into Swan river

Generally speaking, the country which lies between Duck mountain and Porcupine hills—commonly known as Swan River valley—is about 25 to 30 miles wide, drained by Swan and Woody rivers, with numerous tributaries, of which the principal are, Roaring, Favel and Sinclair rivers and Bearshead creek, all flowing northerly into the Swan and Woody rivers, which in turn empty into Swan lake, a magnificent sheet of water, about 15 miles long by 8 wide, with an average depth of four feet.

The timber from the 10th base, in range 26, along the meridian to Swan river is generally heavy poplar, interspersed with thick clumps of fine spruce, the latter more noticeable along Favel river. North of Swan river for a couple of miles the timber is all burnt, and the surface is now covered with dense windfall, brulé, and a thick growth of young poplar and willow; the soil along this meridian is a rich black loam with clay subsoil. From thence I proceeded to Thunder hill to subdivide township 35, range 29.

This township is little more than half covered with small poplar and thick willow, some spruce on the north and south boundaries, and considerable windfall in the north-westerly corner and around Thunder hill. The correction line runs through a very rough wooded country, broken by Swan river, which it crosses seven times. The township is watered by numerous creeks and streams, of which the principal one, known as Thunderhill creek, runs in an easterly direction across the centre of the township, emptying into Swan river; it is about two to three feet in depth, little current, and about from six to twenty links in width; it takes its rise from a muskeg at the foot of Thunder hill. The soil throughout the township may be called first class, although in places it is a little sandy. The northern trail from Fort Pelly to Swan lake enters the township in section 1 and leaves it in section 36. This is a very good township for mixed farming having excellent pasturage, a number of hay sloughs, good water and plenty of shelter for stock.

On the 12th of August, about 6 p.m., we had a terrific thunder storm, accompanied by hailstones, some as large as pigeon eggs. The storm although lasting only about thirty minutes was most violent, creating much havoc amongst our camp, causing a general stampede of the horses, tents being torn, goods and chattels completely soaked, but fortunately resulting in no serious injury to any one. On the 28th we finished the subdivision of the township, with the exception of a small portion of the south-east corner, which for the present is not worth the labour or expense it would entail to survey, as it is very heavily wooded with large timber, windfall and brulé, rough and broken by the steep banks of Swan river.

On the 30th we left for the 9th base, to run the meridian and base in range 28, as in the early part of the season this work was almost impossible to do, owing to the water in the swamps and muskegs.

On the 1st of September we reached the township corner on the base, chained two and one-half miles of the base previously run by us, and cut roads to move outfit. On the 9th we finished the base across range 28; this line for the first three miles runs through large green poplar and some spruce; here, as on all the meridians pack-horses had to be used. The surface is very rough and hilly; the soil of good quality. We then ran the meridian north twelve miles in range 28, finishing the same on the 21st. This line for the first eight miles runs through country as described on the base. It being impossible to take our outfit along with us, we were compelled to return the way we went in, namely, along the meridian in range 29. The northern four miles of the meridian in range 28 runs through a fine tract of country, about half of which is covered with small willow and second growth poplar. The soil being of excellent quality and well watered, makes this a desirable township for settlement. The southern trail from Fort Pelly to Swan lake crosses the meridian in section 24, and the south branch of Roaring river in section 36.

On the 22nd having finished the jog we left for the north-east corner of township 26, range 25, arriving there on the 24th. The country through which we passed is a very pretty tract of land suitable for agricultural and mixed farming purposes, although a little wet in places, more especially in range 25. The meridian in range 25 for half a mile runs through low wet ground covered with scrub, then enters thick poplar and windfall, and continues in such for twelve miles, varied with numerous muskegs and tamarac swamps. It was with the greatest difficulty we were able to take our outfit

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along with us; roads for the wagons had to be cut the entire distance, and around immense tamarac muskegs. The country is fairly level and covered with poplar, tamarac, brulé and windfall; as may be imagined progress with our outfit through such country was very tedious and slow, water and fodder being hard to obtain for the horses. In section 12 we crossed Sinclair river, a stream about fifty links wide and two feet deep, with a bottom of sand and boulders. On the 11th October we finished the meridian to the correction line and ran the jog. The next day we moved camp to the last crossing on Swan river, to a beautiful grove of elm and soft maple, which follows for a considerable distance both banks of the river. Whilst in camp here we were visited by Messrs. R. W. Watson, M.P.P., and T. Burrows, M.P.P., who were on an exploring trip through the district in connection with a colonization road from Lake Dauphin to Swan river; this road which was undertaken by the Manitoba government is, I believe, now completed, and will doubtless facilitate transportation into the district. These gentlemen spoke very highly of the Swan River district, and anticipate a large influx of settlers next spring.

On the 13th we had an exceedingly severe snow storm, which compelled us to remain in camp for that day, the cold was now quite severe, so much so that Swan lake was frozen over. From now on to the 28th October we continued work on the same meridian as last mentioned, but progress was very slow, owing to the dense heavy windfall, brulé and large tangled willow. All the way to section 12, in township 40, and from thereout nothing but one continuous "floating bog" in every direction; this being covered with water and ice, which came over our knees, and no escape from it all day, the discomfort and personal suffering was intense. Such being the case, combined with the impracticability of getting solid ground for the instrument, we reluctantly were compelled to abandon further work for the season on this meridian. Should it be desirable to continue this line to the base, I would suggest that the work be done in the winter. The soil along this meridian is sandy clay, and the country very flat and wet. Speaking generally of this portion of the country, I might say that all the land north of the correction line to Swan lake (ranges 24 and 25) and west of the meridian as far as the Porcupine hills is exceedingly low, wet and swampy, the redeeming features being the immense tracts of fine green spruce to the west and the large areas of excellent hay lands to the east.

On the 30th of October we arrived at township 37, range 27, to subdivide the same, and continued work until the 20th November, when, owing to the great depth of snow and lack of fodder for horses, we decided to close field operations for the season. This township, as well as the adjoining one to the east, are well adapted for settlement, the soil being of a rich black loam, with good clay subsoil. The surface is level and mostly covered with small willow and scattered clumps of poplar, cottonwood and brulé. The northern trail from Fort Pelly to Swan lake runs through these townships, and Woody river crosses township 37, range 27. In section 35 is situated "The Swan Lake Fur Company's" store, a fine log house of recent construction. In connection with the fur trade the proprietor enters extensively into ranching, having about one hundred excellent cattle. The great drawback to further settlement in these two townships is the Indian hay reserve, which includes all the hay of any account in the vicinity. Personally I cannot see the propriety of having this reserve here, as the Indians for whom it is intended have more hay on their own reserves than they can use, and so far have not cut any on the one now referred to, it being situated sixty miles from the Indians for whom it is intended.

Of my trip to Yorkton, I might write much, but merely state that for eleven days we underwent considerable hardship; snow, to the depth of two feet, blocked all vestige of trails, there was no shelter and little fodder for the horses. The thermometer in one instance went down to thirty-eight degrees below zero, and the sharp biting winds did not add to our personal comfort. My horses, which were in poor condition, often gave out while breaking the roads and consequently we only travelled a few miles a day. We reached William Reekie's, a rancher, about thirty miles from Yorkton, on Monday the 29th, where I decided to winter my outfit. The next day, after storing our goods and chattels, we were driven to Yorkton, arriving there at 7 p.m., all well and glad to be in civilization once more after spending eight months in an unpeopled country.

The next two days were passed in settling up outstanding survey accounts, making invoices, contracts, &c., and on the 2nd December I paid off my party. There being only one train per week, I did not leave Yorkton until the 6th, arriving at Winnipeg in the evening of that day.

Before closing my report, I think it only proper that I should bring to the notice of the government the desirability of a bridge over Swan river, as during the early summer months, when the water is high and swift, it is always a dangerous and difficult undertaking when crossing, more especially when the wagons are loaded. In fact, at times it is impossible to cross, the water being too deep and swift. With the understanding that a large influx of settlers is expected in this district next spring, it would be most desirable if a little money was spent in improving the main trails, north of Swan river.

Of the meteorological conditions prevailing in this part of Manitoba and the North-west Territories during the past season, it may be said that they were very favourable, in fact the finest season for surveying I have ever experienced.

During the entire season I noticed a remarkable scarcity of all feathered game, which by itself is remarkable as this district is far famed for its shooting resorts, however, the whole country is well stocked with immense herds of moose, but if the Indians are allowed to continue their wholesale slaughter, they will soon become extinct like the buffalo. Would it not be advisable to preserve these noble animals? Fur-bearing animals are quite numerous. The half-breeds and Indians, who spend much of their time hunting and selling skins, realize considerable remuneration.

In conclusion it is proper that I should record my appreciation of the efficient manner in which my assistant Mr. D.L.S. Talbot, performed the duties assigned to him.

I have the honour to be, sir,
Your obedient servant,

E. W. HUBBELL, D.L.S.

Department of the Interior.

No. 11.

REPORT OF J. E. WOODS, D.L.S.

SURVEYS IN MANITOBA.

OTTAWA, 7th January, 1898.

E. DEVILLE, Esq.,
Surveyor General.
Ottawa.

SIR,—I have the honour to submit the following report of my operations during the past season.

Upon receipt of my instructions to make surveys in various parts of Manitoba, I made arrangements to have my outfit taken by railway from Edmonton to Moosomin, the nearest station to my work.

I left Ottawa on the 1st May, and reached Moosomin on the 6th, having stopped over two days in Winnipeg to purchase supplies and hire men. After making the necessary repairs to the outfit, which had already arrived from Edmonton, I loaded my supplies and left for township 10, range 1, west of the second meridian.

As the resurvey of this township was made at the request of the settlers, I did not place permanent marks at the section and quarter section corners until I had obtained the consent in writing of the interested parties; this enabled them to see how the new survey affected their property before consenting to have the change made.

Almost every homestead in the township has been taken up, and several quarter sections of railway land have been purchased. A great deal of land is fenced and under cultivation, considerable grading has also been done on the roads, but the unsatisfactory state of the original survey has much delayed the general improvements in this township. Glen Adelaide post office is on section 14. Two churches are in course of erection, and the school-house on section 16 is a credit to the settlers. Moosomin, 30 miles distant, is at present the nearest railway station, but the proposed extension of the Pipestone branch of the Canadian Pacific Railway will pass ten miles to the south. The surface is rolling, and covered with patches of short scrub and a few clumps of willow and poplar. The soil is black loam, from 6 to 12 inches deep, with a clay sub-soil. There are a few stony and sandy spots scattered over the township.

Antler creek runs diagonally through the township in a south-easterly direction, in a deep valley formed by long sloping hills. It is a large stream in wet seasons, but runs dry in ordinary ones. Water is somewhat scarce, and many deep wells have failed to develop a good supply of water. There is an abundance of timber for fuel, fencing and building in the Moose mountains, a few miles to the south-west.

I completed the resurvey of this township on the 31st May, and left the following day for township 6, range 8, west of the principal meridian.

I travelled on the old Moose Mountain trail through an undulating prairie, to within 15 miles of Virden, where the old trail is replaced by well graded road allowances, passed through Virden on the east shore of Oak lake, through the town of Souris, and thence along the south-western branch of the Canadian Pacific Railway to Holland. Most of the way the road follows section lines and has been graded with care and on good alignment. It was a beautiful sight, the green wheat fields extending without a break along these straight and well kept roads, as far as the eye could see. Judging from the appearance of the farm buildings in this part of Manitoba, the settlers must be thrifty and prosperous. There is still many a shack with sod roof standing close to a comfortable dwelling house, which bears testimony to the industry of its recent occupants, as well as to the resources of the country. From Holland, I took a south-

easterly direction, over a rough road, through very hilly country, and arrived at my destination on the 9th of June, having covered a distance of 192 miles, by the odometer, in eight days. With the exception of a few miles, the roads were very good and easy on the horses; the weather was cool and dry, but very windy and dusty. This was my first experience in making a long journey through a well settled country with a survey outfit, and was far from pleasant, as night after night we had to camp between two wire fences and picket the horses on the edge of the road to nibble at a few blades of dry grass. Hay could not always be obtained, and, although many settlers were reasonable in their prices, several were exorbitant.

The repositing of township 6, range 8, west of the principal meridian was a far more difficult task than I had anticipated, on account of the roughness of the country, and on account of the irregular system that had been followed in the original survey. The township lies at the top of the eastern slope of the Pembina mountains, it is very rough and broken and cut up by numerous deep coulees. The Rivière Iles-de-Bois runs in an easterly direction through the centre, in a valley which deepens from about 20 feet on section 19, to over 150 feet on section 15. Near the east boundary of the township the banks flatten out, and receding form a valley nearly a mile wide.

Numerous creeks and springs run into this valley, cutting deep ravines and gulches through its banks. The land is mostly covered with a thick growth of poplar and ridges of oak; the fire has made extensive clearings through this bush, especially in the north-west part. As the soil is all first-class, every quarter section available for homestead has been taken up. Most of the settlers come from various parts of France; they have toiled hard to clear some of the bush land, and bid fair to make good farmers. Having mostly come with small means, they were wisely advised to settle in a bush country, where they could build a house and outbuildings with a very small outlay of capital. Although the dry logs and timber make the land difficult to clear, they prove to be a good revenue to the new settler who cuts them into cordwood, to be disposed of either in the bush to the settler from the prairie country, or at the railway for shipment.

The Northern Pacific Railway passes three miles to the south, and the south-western branch of the Canadian Pacific Railway passes eight miles to the north. As road work is difficult and expensive in this broken country, it is not surprising that the roads leading through the different parts of the township are still rough and in need of many improvements.

Notre Dame de Lourdes post office, a church, a convent and a school are on section 30 of the adjoining range to the west. The extremely wet weather I experienced all the time I worked in this township was no doubt due to its topographical position on the edge of the Pembina mountains.

After repositing the south boundary of township 6, range 9, west of the principal meridian, and a few sections in the south-east corner, I left for the international boundary, where I repositing the south boundary of township 1, range 7, west of the principal meridian, through an open prairie covered with wheat fields.

In repositing the south boundary of township 1, range 6, which is mostly through bush, I opened up a wide line so that it could be easily followed. On this line the valley of the Pembina river is 425 feet deep, very broken and cut up by immense land slides and many ravines. On the east side of the valley the land slides extend up the bank for nearly half a mile; the ground is all broken up, full of crevices, and the trees are standing at every angle except the vertical. On the west side, the line would run across a ravine perhaps a hundred feet deep, then over a ridge a few chains wide, across another ravine deeper than the first, and again over a ridge into a ravine, and for two miles the line kept running in and out of these ravines till it reached the bottom of the valley. I saw several bush roads coming down the ravines from the United States side of the international boundary, these were undoubtedly made by trespassers who have been cutting timber on the Canadian side for the last fifteen years. On the east side of the valley, the old boundary trail, over which there seems to be considerable traffic, passes a little to the south of the line and crosses the river opposite section 3, and then runs in a south-westerly direction. I was informed that going eastward it follows the south side of the boundary a few miles and then crosses to the north side somewhere in range 5.

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The iron pillars placed along the international boundary are still standing upright and in good condition, but a few have been used as targets for rifles, with the result that pieces as large as a man's hand have been broken out of the sides. Through the bush the line has grown up to such an extent that it is impossible to follow it without a compass.

There seems to be no road allowance on the United States side of the boundary as the settlers have erected their fences on the line and cultivate their land up to it. Leaving the international boundary on the 31st of August I reached township 14, range 16, west of the principal meridian, on the 6th of September; here I renewed the old boundaries according to instructions and seemingly to the satisfaction of the settlers. I also renewed most of the original survey marks which had been obliterated in township 16, range 16.

On the 18th September, I began the resurvey of township 19, range 13, west of the principal meridian. The surface is flat and covered with willow and poplar scrub with belts of poplar. The south-west part is nearly all marsh and muskeg.

The soil is light and sandy, and water can be had almost anywhere by digging four or five feet. Along the east and south sides the soil contains some clay and would produce good crops.

A good trail enters between sections 2 and 3 and runs north through the township towards Beaver-dam lake, fifteen miles distant, where there is a small saw-mill. The Lake Manitoba Railway runs through sections 5, 8, 7 and 18 and has made this township a desirable one for settlement. There were four settlers at the time I made the resurvey, shortly after their number was much increased by new-comers from Dakota. In township 19, range 12, the lines had become obliterated to such an extent that I found no trace of several meridians, I therefore considered it more expeditious to make a resurvey, and to remove any mark which might cause confusion. The north-east part is a network of muskegs, running north and south and separated from one another by narrow belts of poplar. The remainder is covered with willow and poplar scrub and large bluffs of poplar. Although the soil is light there is some very good land, the clay subsoil coming near the surface in many places. I found eight or ten settlers anxiously waiting for the new survey; not being able to find any boundaries, they were very doubtful as to their location, and had made but few improvements.

I have seen on the same day as many as seven different parties of land hunters looking over this township, and a number expressed the intention of settling here next spring. As the weather was getting cold and the feed poor, I sent my horses to the stables for the winter on the 12th November; the next day it began to snow, and on the 15th there was ten inches of snow. The weather afterwards got very cold, the thermometer going as low as 35 degrees below zero. As the snow fell before the severe weather set in, there was little frost in the ground and no great difficulty in mounding.

I completed the season's work on the 4th December, left for home on the 7th, and reported at the office on the 15th.

I have the honour to be, sir,
Your obedient servant,

J. E. WOODS, D.L.S.

No 12.

REPORT OF C. C. DuBERGER, D.L.S.,

SURVEY OF MERIDIAN EXTERIORS WEST OF 2ND MERIDIAN,

WATERLOO, P.Q., 4th December, 1897.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,— According to your instructions I have the honour to submit the following report of the survey I performed during the last season.

Having received your instructions the 27th day of July last, authorizing me to survey the meridian outline between ranges 3 and 4, west of the second meridian, from the eighth correction line to the Red-deer river, I left home on the 30th of the same month for Winnipeg, at which place I arrived on the 2nd of August.

A stay was necessary in Winnipeg, in order to hire men and purchase horses and all the supplies required for a surveyor's outfit. I was obliged to remain in Winnipeg longer than I wished; a train running thence to Yorkton only once a week, and I could not reach Yorkton before the 8th (Sunday) at about 2 o'clock in the morning.

Seeing that the six horses bought at Winnipeg, although very good animals, could not take the whole outfit on pack-saddles, I bought a wagon, and on the morning of the 10th I started northward; the horses being rather heavily loaded, I was obliged to travel slowly. The second day after my departure from Yorkton, one of the wagon wheels broke under the weight of the load, and seeing that it could not be repaired without considerable delay, I decided to get slide carts built, the horses being able to take a greater load with these than on pack-saddles; I accordingly ordered my men to begin their construction at once, while I returned to Yorkton to get the harness wanted for using these carts. Having left for Yorkton the morning of the 12th August, I was back at camp the same evening, and found the wood for the slide carts already prepared; the next forenoon was occupied in joining the pieces of six slide carts, and in the afternoon we tried to go forward, but it was found that the loads were too heavy, the horses being unable to pull them; I then engaged a settler as freighter to freight half of my outfit to the starting point of the survey, where I arrived the 15th August.

From my starting point on the 9th base line, I first surveyed the meridian going south, as far as the 8th correction line; this part of the meridian runs through islands of poplar, fit for fuel and fence rails, scattered in a prairie country, the soil of which is of good quality and may be generally classified as second class. Three squatters have built houses east of this line, one of these, Mr. Jno. Pallock, is proprietor of a steam saw-mill erected in the north part of the north-east quarter of section 31, township 32, range 3, on the south side of the Assiniboine river.

From this 9th base line, going north to the 9th correction line, the meridian between ranges 3 and 4 runs for the first six miles through a country with scattered islands of poplar and large tracts of prairie; on the other six miles the bush is thicker, and the tracts of prairie are fewer and smaller. There are two squatters in the vicinity of the north boundary of township 33, range 3.

The journey from the 9th correction line to the 10th base, was long, tedious and difficult; the sloughs or swamps which in former years furnished water in such abundance that they were a nuisance, are now almost all of them completely dry; the water of these swamps was generally bad, but still it was water. The roughness of the bush was a serious obstacle; to get through and reach the 10th base line, I was obliged for some distance to find a way to the east of the route I would have liked to follow; and for the remainder, to the west, going about three miles off the meridian I had to survey.

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Still after long work I got to the 10th base and then ran the meridian south to the 9th correction line. This part of the meridian runs for the first six miles in thick young poplar and dry fallen trees of the same description, making the work very slow ; another hindrance was the fact that the camp could not be pitched near the line, so that going to work and back to camp shortened considerably the time that might have been employed on the survey. On the other six miles the work was easier.

After having reached the 9th correction line I returned to the 10th base, and from there traced out, going north, the meridian between ranges 3 and 4 ; the first eight miles ran in rough prairie with scattered dry poplar, the soil being generally third class ; the next ten miles were very difficult to go over, the line running through thick bush growing on ground, which is nothing but moss with water underneath, or else for long distances through thick windfalls.

Spruce is the most common tree found in these last ten miles, and in some places is of good size.

Before entering this bush the horses were already suffering from want of food, the grass getting poorer and poorer as we went north, and in this last bush even poor grass being very scarce, the horses began to decline quickly, so that moving camp was hard work for them.

When I reached the southern part of township 39 with the survey and camp, the horses could not go any further ; the bush was then so rough that they could not have taken the outfit northward if they had been in good condition. All I could do after this was to finish the east boundary of township 39, range 4. I would have liked to go further with this meridian, but the circumstances were against me. I believe that, to carry this line further north, it should be run in winter and without horses, but with men used to that kind of work.

On the 7th November I began travelling toward Yorkton, and seeing that one of the horses was unable to stand on his legs, I had him killed in order to avoid leaving him to die of hunger ; on the 9th another met the same fate.

Knowing that it was impossible to be in Yorkton to take the train going to Winnipeg on the 15th, I endeavoured, after having reached the settlers, to spare the horses as much as possible.

I arrived at Winnipeg in the evening of the 22nd ; the next day, the 23rd, I settled with the men of my party, and on the 24th at 13 hours and 25 minutes, I left for home.

I have the honour to be, sir,
Your obedient servant,

C. C. DuBERGER, D.L.S.

No. 13.

REPORT OF J. K. McLEAN, D.L.S.,

SURVEYS IN NORTHERN ALBERTA.

ELORA, ONT., 4th December, 1897.

E. DEVILLE, Esq.,
Surveyor General.
Ottawa.

SIR,—I have to make the following report of my operations during this season:—

I left Edmonton in the beginning of June to survey a trail from Sturgeon river about 24 miles north of Edmonton, to Athabasca Landing on the Athabasca river.

After leaving the Sturgeon river, the country for the first five miles is fairly good agricultural land, with large hay marshes extending along the west side of the trail, and running north almost to Lily lake.

From here it becomes more hilly, some portions gravelly and stony, with poplar bush or scrub, other portions sandy with scrubby jack pine from 6 to 12 inches in diameter.

This continues nearly to Whiskey creek, 9 miles from the Sturgeon river where, owing to fires, the timber has disappeared and the country is now prairie. This continues almost to Deep creek, sixteen miles from the Sturgeon. Elbow creek is passed about two miles south of Deep creek, and the height of land between the Sturgeon and Vermilion rivers is crossed about two miles further south. The soil is chiefly heavy clay, very hard and dry.

Vermilion river, a stream about 75 links wide, is crossed about a mile above Deep creek, and a short distance further a small creek of clear fresh water, called Rabbit creek, is crossed.

The trail for about four miles passes chiefly over sand hills covered with jackpine from 8 to 12 inches in diameter, but scrubby.

A small area of fairly good agricultural land, generally covered with poplar scrub, and extending about four miles along the trail, is now met with. A few squatters have put up houses and outbuildings, but none of them were living on the land.

The "Two Lakes," the last waters running to the Saskatchewan are passed 25 miles from the Sturgeon river, the trail crossing the small creek connecting them. A high range of stony, gravelly hills is now crossed. These are covered with poplar, and change to sand hills with jackpine timber, continuing about three miles further north, and forming the height of land between the Saskatchewan and Athabasca rivers.

The trail then passes through a hilly, gravelly country, with a thick growth of small poplar, to Dry creek, where sand hills extending to Stony creek, 33 miles from the Sturgeon, are crossed. These are covered with a thick growth of jackpine.

From a short distance north of Stony creek to the Two Creeks, the land is somewhat better for agricultural purposes, and, except where burnt over in occasional places, is covered with a thick growth of poplar and a few birches. The soil is generally a sandy loam; timothy of fine growth was noticed in places where the trail had been changed, the seed having probably been dropped from hay used by freighters. Spruce and jack pine grow along the Two Creeks, but this changes to poplar along the trail, which continues about four miles to the Big Springs, after which, the timber having been burnt, poplar scrub covers the ground nearly to Sandy creek, 47 miles from Sturgeon river.

From Sandy creek there are two trails to the crossing of the Tawatinaw river; the easterly one, owing to the burning of the bridge across this river, has been but little used during the last two years.

Department of the Interior.

I carefully examined both trails, and decided to locate the easterly one, as it is shorter and passes through a better country. Nearly the whole distance, after ascending from the valley of Sandy creek, is along dry, stony ridges, until the descent to the valley of the Tawatinaw river.

There is a thick growth of poplar and alder scrub, with occasional areas of poplar bush. The westerly trail passes through sand hills covered with a thick growth of jack-pine. There are also eight small creeks to cross in the last two miles, with accompanying ravines from 20 to 50 feet deep.

Ascending the "Big Hill" or west bank of the Tawatinaw valley, the trail follows a ridge nearly to Athabasca Landing, forming a natural gravel road. The timber, which was of fine size, has been burnt, and a growth of poplar and willow scrub now covers the country.

About five and one-half miles south of Athabasca Landing, I also ran a trail to the Athabasca river, west of the Hudson's Bay Company's reserve at the Landing.

As the river is approached on this trail, the country becomes somewhat better for agricultural purposes.

Owing, chiefly, to the difficulty met with in getting into the valley of the Muskeg creek and ascending therefrom, this trail would be difficult and expensive to make. I took levels of these hills, and also made an estimate of the cost of making this a passable trail, a report of which I forwarded to the chief engineer for the North-west Territories.

A trail was also run to the river east of the same reserve, leaving the main trail to Athabasca Landing about three and a half miles from that place, descending into the valley of the Tawatinaw river, over stony ridges covered with poplar, some partially burnt, and then following a hilly valley to the Athabasca river.

I also examined the country east of the Tawatinaw for a road to Athabasca Landing. A short distance north of where the present main trail crosses the Tawatinaw river the country is broken by muskegs, and is also very hilly a short distance back from the valley. I also found that although a good grade could be got from the top of the valley to the Athabasca river, it would be of considerable length and expensive to make; owing also to the nature of the soil, a road on this side could not be made as good as the one now in use. I also ran a trail across the reserve, I also surveyed a number of river lots of 80 acres each on both sides of the Hudson's Bay Company's reserve at the Landing.

On the west the country is rough and broken and very few lots could be laid out. On the east there is a fine level point about a mile down the river. I continued the survey of the lots on this side so as to include this point. The steamboat landing is here much better than the present one now in use on the reserve, and the point would make an excellent town plot.

Almost immediately after crossing the height of land between the Saskatchewan and Athabasca waters an improvement was noticed in the pasturage. This continued to the Landing, in the neighbourhood of which the growth of pea vine and vetches was very strong and heavy.

Stock does well, and all the horses and cattle seen were fat and looked well. About the beginning of August we got as fine new potatoes at the Landing as I have ever seen.

I saw no attempts by the settlers to grow grain at the Landing, with the exception of a small patch of oats. This, however, had been sown on a gravelly ridge, and making allowance for the situation looked very well.

A large amount of freight goes to Athabasca Landing by this trail during the summer, as nearly the whole of the fur trade of the Mackenzie and Peace River districts is handled from Edmonton by this route.

A number of horses have been taken to Peace river from here, going south of the Athabasca river to Little Slave river, then north of this river and Lesser Slave lake to a wagon road from the west end of the lake to Peace River crossing. The distance is about 300 miles.

A number of parties left by the Athabasca river for the Yukon this summer, following by boat the route of the fur traders, down the Athabasca and through to the Mackenzie river, up this river to Peel river, and by portage across to the waters of the Yukon.

After completing these surveys, I returned to Edmonton for supplies and commenced the survey of a portion of the 15th base, west of the 5th meridian.

Immediately along the meridian the country has been burnt, and a thick growth of willow now covers the ground. This extends about a mile west on the base, when poplar bush continuing about three miles is met, after which the country becomes more open. The height of land between the Saskatchewan and Athabasca waters is also crossed. The growth of pea-vine and vetches is heavy. The base also crosses the trail to Lac la Nonne and old Fort Assiniboine. It is here a very good wagon road. Continuing across range 2, Long Lake, discharging into Lac la Nonne, is crossed and the country becomes rougher with more scrub.

Running south between ranges 1 and 2, green bush is met about a mile south of the base. This continues almost the entire length of this meridian, with occasional burnt areas on which the timber is standing dead, or fallen, with a thick growth of poplar or willow scrub. There are also numerous lakes, around which there is usually a good growth of hay. I also ran the correction line south of township 55, range 1. This line crosses the Sturgeon river a number of times, and Little Devils lake, an expansion of the river. The whole of this line is covered with green poplar bush or dead timber and small poplars. East of Little Devils lake it is hilly, with a number of lakes intervening.

The trail from Edmonton to Lake St. Ann follows the valley of the Sturgeon across this township, and a number of settlers have taken up land. I surveyed the southern portion of the township and located the settlers. The good land seems only to be a narrow strip along the valley. Outside of this the country is hilly and timbered.

Between ranges 2 and 3, although rough and hilly with scrub and occasional muskegs, the pasture continues excellent on the north side of the height of land. About four miles from the base, large muskegs continuing east and west for several miles are met with. On the ridges between, the timber has been of large size, and has been killed by fire. It is now generally down, one muskeg although narrow, is about six miles long. Another is somewhat longer, and about $1\frac{1}{2}$ miles wide. I ran this meridian six miles, but owing to the heavy bush and fallen timber, was unable to get through with wagons. It is impossible to get through this country with wagons, although it can easily be done with pack-horses. Returning from here I went into the Beaver hills and completed the survey of Boag lake and Big-island lake.

The ground now being frozen too hard to mound, I ceased operations.

I have the honour to be, sir,

Your obedient servant,

J. K. McLEAN, D.L.S.

Department of the Interior.

No. 14.

REPORT OF J. E. ROSS, D.L.S.

SURVEYS IN RAILWAY BELT, BRITISH COLUMBIA.

NEW WESTMINSTER, 28th December, 1897

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on the surveys performed by me during the past season in the railway belt, British Columbia.

On the 13th of April, a few days after the receipt of your instructions, dated the 27th of March, I commenced operations in townships 3 and 4, range 28, west of 6th meridian. The land surveyed here consisted of islands in the Fraser river and a portion of the mainland on the east side of the river. Some of these islands are very low, being merely deposits of river sand, underlaid with gravel. The vegetation is scant and the timber is small cottonwood, alder and willow. On the higher islands the soil is a rich loam and the timber is large; these islands are suitable for agricultural purposes. All the islands, however, are liable to be flooded during the high water freshets in the Fraser. The mainland portion has very little arable land. It lies at the foot of a high mountain, and is in general, rough and broken, and covered with a thick growth of small timber. The four settlers, who have located here, have made but small improvements.

On the completion of this, on the 21st of May, I made a small survey in township 3, range 29, west of the 6th meridian; after which I proceeded to Stave River valley where I made a small traverse of the west bank of the river in township 15, N.W.D. I then crossed over to township 18, N.W.D., where I surveyed several sections. The land in these sections is rough and broken, timbered with large fir, cedar and hemlock and covered with a thick growth of hemlock brush. As already reported there is quite an extensive valley, suitable for agricultural purposes, lying to the east of the section I surveyed here. This valley is broken with hilly ridges and spurs from the mountains. On the level part the soil is a rich sandy loam with a coating of black muck. I had intended making a survey of this, but to have done so would have taken the greater part of the summer. It is not likely, however, that this land will be settled on until a wagon road of three or four miles is made into it from the Stave river, and a bridge built across the river. As it is at present the land is almost inaccessible to settlers. The weather which had been exceptionally fine in April and May became exceedingly wet, and as there was important and urgent work awaiting me in the upper country, I proceeded to the Kamloops district, where I found it necessary to spend the remainder of the season. After consulting the Dominion lands agent at Kamloops, I commenced work in the Columbia River valley, at a point about three miles below Revelstoke. Here I made a subdivision of township 23, range 2, west of the 6th meridian. The land surveyed is mostly level. The soil is a light sandy loam, and is fairly productive, except in dry seasons, it is specially adapted for small fruits. The strawberry crops here were as good as any I ever saw. The land is heavily timbered, but in many places the timber is nearly all cut or burnt. The settlers here seem to be doing well though their improvements are not extensive. They make considerable money by labouring or contracting on the branch railway from Revelstoke, on which there is a great amount of traffic.

From here I proceeded to the Spallumcheen valley, where I ran the south limit of the railway belt across parts of townships 17, ranges 9 and 10, west of the 6th meridian. I also made a subdivision of a part of the latter township, where eight settlers had located.

The land occupied by these settlers lies along the base of the mountain, situated in the southerly part of the township. Their claims are pretty equally divided into, level, rolling and broken ground.

These settlers have made considerable improvements and are doing well, although this land had been examined by others who pronounced it "no good." The soil, like all the Spallumcheen valley, is specially adapted for growing wheat. I might say here that I never saw such good crops of wheat as I did last summer in this valley.

Nearly all the land in township 17, range 9, has been taken up and surveyed according to the provincial regulations. Some of these lands evidently belong to the Dominion, but as I had no information from which I could determine the exact boundary of the Dominion lands, I thought it better not to make any surveys here. I marked in the usual way all the section corners on the connecting line that I ran to establish the boundary of the railway belt, and which passes through the disputed lands. This will be a convenience in case of a future survey.

On completing the work here I moved to a point about three miles above the head of Arrow lake, in the Columbia River valley. Here I established the south limit of the railway belt and made a subdivision of part of township 20, range 29, west of the 5th meridian. The valley, or level portion of the Columbia, is about one mile in width and timbered with large cedar and fir. On the east side of the river the timber has been cut and burnt, particularly along the railway. The soil is a light sandy loam. Four settlers have located here on the east side of the river, three of them during the last year. A log cabin and a small garden comprise the extent of a settler's improvements.

From here I proceeded to make some surveys for settlers in the Lewis (Louis) Creek valley. The head of this valley lies about sixteen miles to the north-east of Kamloops. The portion of the valley surveyed lies in townships 22 and 23, range 15, west of the 6th meridian. Before making the survey proper I had to connect with a point about seven miles distant in the adjoining township, this being the nearest known point in the Dominion lands system. The valley consists of a narrow strip of bottom land along the creek and the lower part of the mountain slopes on each side, the whole width being about half a mile. The bottom land is well suited for agricultural purposes, but the high land in most places is only fit for pasture, being too stony for cultivation. Even where the soil is clear of stones, to cultivate it successfully, irrigation would have to be resorted to, the locality being dry. The whole valley is particularly adapted to stock-raising. The plentifulness of deer would indicate that nature had intended it for this purpose.

Some of the settlers have taken up their land from the province, being under the impression it lay outside the railway belt. This is the only place where I have seen any vacant land which I could recommend to intending settlers. There is sufficient good land here for at least half a dozen settlers.

The crops everywhere were good, and I may add that this has been the most prosperous year the people of this province have had for some time.

I completed the last survey on the 17th December and quit operations for the season

I have the honour to be, sir,
Your obedient servant,

JOS. E. ROSS, *D.L.S.*

Department of the Interior.

No 15.

REPORT OF A. SAINT CYR, D.L.S.

SURVEYS ALONG THE COLUMBIA RIVER, SOUTH OF GOLDEN.

OTTAWA, 31st January, 1898.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit my report on the subdivision into sections of the land adjoining the Columbia river, between Golden and the limit of the railway belt, district of East Kootenay, in the province of British Columbia.

On the receipt of your instructions, dated 16th January, I left immediately for British Columbia, stopping on the way one day in Winnipeg to procure iron posts, toboggans and other things indispensable for the carrying out of the survey. I also stopped in Calgary and received from Mr. Dennis, chief of the irrigation survey, a Lugeol micrometer and rod. Having completed my outfit I proceeded to Golden, where I arrived on 23rd January.

I began my survey at the north-east corner of section 19, township 26, range 21, west of the 5th meridian and extended it as far south as the limit of the railway belt. In order to determine the area of the fractional sections contiguous to the river, a traverse of its banks and of some of its principal channels was necessary. The fact of the river being partly frozen at the time of the survey greatly facilitated that part of the work which, by reason of the thick willows growing on the banks of the river and overhanging the water, would have proved a serious undertaking during the summer months. The distance thus traversed is nearly 100 miles.

Since my journey through that district in 1888, a remarkable change for the better is noticeable. It is due in a great measure to the completion of a wagon road along the east bank of the river. This road connects Golden with all the settlements along the valley of the Columbia river, and extends as far south as the international boundary. Another cause for the attraction of settlers was that the mines in the East Kootenay district were then beginning to draw the attention of the public.

Those who took up land at that time naturally surmised that, with the great influx of people into the country, a fair market for all the farm produce that they could grow would thus be created in the near future. They were not slow in seeing all the benefit that they could derive by locating on the land along the river, on which light draught steamers run weekly from May to October. Thus nearly all the arable land available on the east side of the river was occupied in a short time and converted into farms which in every instance have proved profitable to their owners. Their only grievance was that the land remained unsurveyed, but this no longer exists. It gives me much pleasure to report to you the satisfaction expressed by the settlers regarding the expeditious manner in which their petition was dealt with, and their wishes met by the department.

GENERAL CHARACTER OF THE COUNTRY.

The general trend of the surveyed part of the valley is south-east. It is bounded on both sides by high mountain ranges running nearly parallel to each other. They are the Selkirk range on the west side and the Beaver-foot range on the east. Their slopes facing the Columbia river differ greatly. While the west slope of the Beaver-foot range is scantily timbered, the eastern slope of the Selkirk range is covered with a thick growth of spruce, fir and banksian pine.

This forest extends southerly to within a few miles of Carbonate landing, in section 8, township 25, range 20, west of the 5th meridian. Beyond that place the fire has destroyed the best timber. Carbonate landing is situated on the west bank of the Columbia river. To reach the wagon road on the opposite shore, the main river has to be crossed in

boats, and a branch road skirting the end of a large island followed for three-quarters of a mile, whence connection with the main land is made by a bridge spanning a wide channel. Carbonate landing is the eastern terminus of a trail leading into the Spallumcheen valley, and thence up the mines into the McMurdo district.

In the valley proper, whose average width is $1\frac{1}{2}$ mile, the river branches out into numerous wide channels, forming large islands having narrow margins a few feet higher than their centres. On these margins a thick growth of cottonwood, balm of gilead and willow is invariably found, while the centres of the islands are covered during the greater part of the summer by water, where innumerable flocks of wild geese and ducks disport themselves. The meadows which exist on several of the points formed by the sinuosities of the river are, as a rule, valuable, being covered with wild hay which can be easily mowed after the summer flood has subsided. Such meadows are very valuable to the ranchers, who cut hay in sufficient quantity to keep their cattle during the winter months.

In the flats adjoining the river, all kinds of vegetables are successfully grown, whilst the bench lands could be utilized for fruit growing. Experiments carried on in that line by some of the first settlers have proved successful.

In the immediate vicinity of the Columbia river the soil is a rich loam, overlying clay. As we recede from the stream the land rises gently. The soil changes to a lighter class, which becomes more gravelly the nearer we get to the foot of the high benches which are a distinct feature of this part of the valley.

As the rainfall is very often inadequate for the purposes of agriculture irrigation has to be resorted to. The supply of water is derived either from springs, of which there are several in the foothills, or from the mountain streams flowing into the Columbia river.

All the best timber on the east side of the valley was years ago cut down for manufacturing purposes. What little is left standing is to be found in spots close to the foot of the mountains. It is principally fir and banksian pine, though spruce of fair size, interspersed with cottonwood, birch and poplar is still to be found on some low points along the river. It is different on the opposite side of the valley where lumbering operations are still carried on all the year round.

The Columbia River valley is favoured with a fine climate. It is due in a great measure to the frequent southerly warm winds which sweep along it, and as the snow-fall is generally light, cattle may be left to roam over the country to find their own subsistence during the winter months.

The river is navigable as far as the Columbia lakes, a distance of more than a hundred miles from Golden. Its average width is 120 yards, with a mean depth of six feet at high water: its current seldom exceeds four miles an hour. The navigability of this stream has been greatly improved since 1889. Across the mouths of several of the widest channels two parallel rows of piles 15 feet apart, were driven in the solid ground. These were well braced together, and the intervening space filled with brush, well covered with gravel and stones. The water being thus all thrown into a single channel, the river bed was kept free from sand bars and other obstacles to navigation. Moreover, the water, which formerly was distributed through different channels, being now all concentrated into one, renders the navigation of the stream practicable at an earlier date in the spring and also later in the fall.

Thirteen statutory declarations were obtained from settlers located on the Dominion lands in that district. Several more might possibly have been obtained had the occupants of the land turned up before I left for Victoria, B.C., where I had been instructed to go by your message of 5th May.

I have the honour to be, sir,
Your obedient servant,

ARTHUR SAINT CYR, D.L.S.

Department of the Interior.

No. 16.

REPORT OF E. STEWART, D.L.S.

ONTARIO AND MANITOBA BOUNDARY SURVEY.

(*Interim Report.*)

COLLINGWOOD, 28th December, 1897.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report that the field work of the Ontario and Manitoba boundary survey, in charge of Mr. B. J. Saunders, O.L.S., the Ontario commissioner, and myself, has been completed, and that we are now engaged in preparing plans, field notes and reports of the same.

The line starts at the north-west angle of the Lake of the Woods, at a point located, by reference monuments, by the International Boundary Commission in 1872, and extends due north till it intersects the main stream of the Winnipeg river. This intersection proved to be about six miles below the mouth of the English river, and the line from the initial north-west point to a post, which we planted on the left bank of the Winnipeg river is 58 miles 27 chains and 20 links in length.

A sky line was opened up throughout. This afforded us an opportunity of taking long sights from the most elevated points, and thus keeping the direction so that our astronomical observations showed but slight deviations in our pickets from the true course.

The line was posted throughout with both cedar and iron posts, marked as directed in the instructions. These were in most cases surrounded by stone mounds. We intersected and connected our line with the second and third correction lines and the third base line of the Dominion lands survey, and also with a number of Indian reserves and mining locations and mining claims. The outlines above referred to as run in the survey of Dominion lands are becoming obliterated in that part of the country, and should be retraced and reposted at an early date; otherwise, the original work will be lost.

We made a reconnaissance survey of the territory adjacent to the boundary and considerable micrometer work was done in the traverse of the shores of the lakes near the line.

In addition to this we made a careful traverse with transit and chain along the line of the Canadian Pacific Railway, from its intersection with our line, easterly to the government astronomical station at Kalmar. From this we will be able to calculate the longitude of the boundary.

The country south of the railway is attracting considerable attention owing to the number of gold discoveries in that part.

North of the railway the country is very broken and very imperfectly explored. The line through this part passes over Laurentian rocks, and hence its avoidance by the mining explorer.

A full report will of course accompany our returns as soon as we have had time to prepare them.

I have the honour to be, sir,
Your obedient servant,

E. STEWART, D.L.S.

No. 17.

EXTRACTS FROM REPORTS OF THOS. FAWCETT, D.T.S., GOLD
COMMISSIONER FOR THE YUKON DISTRICT.

DYE, 22nd May, 1897.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report our arrival at the above mentioned point late last night, and this a.m. we brought our supplies and outfit ashore in canoes. We would have been ashore here yesterday morning but there is no harbour at Dyea and the wind was blowing so hard the boat could not venture near the land, and the waves were flowing over the scow which is used here instead of a wharf. The boat steamed back to Skaguay, where there is a good harbour. Here I met Capt. Moore, who came out from Cudahy last January as reported by Mr. Constantine. He, with his sons and several labourers, is opening up a road through the White Pass. Their trail up the Skaguay for four miles is quite level. This is as far as their wagon road is opened. I walked over part of the way and saw that they were clearing out the timber and making a good bush road. The destination is Windy Arm and the distance from water to water Capt. Moore estimates at 33 miles. They leave the cañon five miles from the mouth of the river and avoid some of the most difficult places. If a wagon road or a tramway were constructed so that freight could be carried over the pass at a reasonable rate, the greater part of the freight would be taken in that way. Several hundred tons have been taken over the Dyea Pass since the beginning of February, and there are reported to be over sixteen hundred people on the other side awaiting the opening of the lakes. All the snow disappeared from the pass early in April this season, and sleighs have not been used on this side of the summit for some weeks. We expect to use hand sleighs in taking our supplies down to Lake Lindeman. A man who arrived yesterday from the other side of the mountain said that they expected the lakes would be open early in June. We will in all probability be over the pass and ready to start down as soon as the lakes are open.

The weather is wet this spring. When we reached Juneau, a three weeks rain was just terminating but it is beginning to rain again.

I inclose a memorandum of my expenses to date. The charges on freight and everything else at present is exorbitant. A few weeks ago there was an opposition boat and the rates were cut, but the opposition ran foul of a rock and is now seen by those passing up almost covered with water. The rates at once advanced. All the supplies that are going in this way, with the exception of a small fractional part, have been purchased in the United States, and if an officer had been on hand to collect revenue, enough money would have been collected to have constructed a good wagon road over the White Pass from the importations this spring.

There are a good many whitemen as well as Indians packing across the mountains, and they estimate the amount of freight which has gone in at 1,000 pounds per man.

DAWSON, YUKON DISTRICT, 16th June, 1897.

I have the honour to report my arrival at Dawson in safety yesterday, having made the journey from Lake Bennett in ten days. Mr. Craig accompanied me. The remainder of the party were to be delayed at Lake Bennett some five days completing the

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transport of outfit from the cañon east of the summit of the Dyea Pass to Lake Bennett. Also the construction of a boat which was promised for the 9th of June. On the evening of the 12th instant, I met Mr. Ogilvie near Selkirk with a party of men on his way to survey some locations at Selkirk and at the Stewart river. As Mr. Gibbon is on his way down with a party, Mr. Ogilvie will stake the fronts of the applications and leave the work to be completed by Mr. Gibbon on his way down. Upon my arrival here, I met Mr. Constantine who had just come up on the boat "P. B. Weare." He said my arrival had given him the first comfort he had experienced for a long time and judging from the interviews and discussions in which I have had to take part since my arrival, I am not surprised that he sought to be relieved. I did not intend to accept any applications for mining claims until I had received the records from Capt. Constantine, but there were some urgent cases which required immediate attention and for some of these I made out the necessary papers. Capt. Constantine expects to go to Cudahy to-morrow, and I will accompany him to receive at his hands the records pertaining to the offices from which my appointment has relieved him.

Mr. Davis, collector of customs, is at Dawson. I supplied him with a copy of the new tariff so that it is in force here to-day. The police have begun their building here and will soon have comfortable quarters. My prospect for acquiring a comfortable office, or in fact a building of any kind is at the present time nil. The sawmill here is working twenty-four hours per diem, but cannot begin to keep up with the demand at present. The Alaska Commercial Company is building a large warehouse and is monopolizing the output of the mill at present. My time will be very much occupied for some months, but I trust that everything will work satisfactorily after we are fairly settled. I have been called upon to deal with the effects of a man who died suddenly, yesterday morning, in possession of considerable property. I will examine some of his letters to enable me to communicate with his family, but will have to leave a large amount of gold in possession of Captain Hansen, who will take care of it until arrangements are made with his administrators for its removal. The police supplies have not yet arrived, and consequently Captain Constantine has little on hand to supply us, but probably we will get along until he is able to minister to our wants. Since I began this letter I have been called upon by four different parties for consultations. One man was from Glacier creek, and wished to renew his entry, but he had not the amount of the fee \$10.) and promised to come again. 11.30 p.m. and broad daylight.

DAWSON, 11th July, 1897.

I have the honour to submit a short account of my work since writing after my arrival from Fortymile. Mr. Ladue, or rather the company he represented, put up a temporary building for my use as an office, and I have been at work, during the day and a good portion of time when it should be night, ever since. A table for writing or mapping is the only furniture we have so far. The roof, which is of lumber, does not keep out the water, and during a rain storm our papers are damaged considerably, but the building is a great improvement on the tent. With Mr. Ogilvie's assistance, two or three cases which came up for adjustment have been settled. There are several to come up; owing to pressure of other business, I have been unable to appoint a time for receiving the evidence and making an investigation.

The most difficult cases I shall have to deal with will arise from the conflict between "bench or hill" and the creek or gulch claims. I have tried to persuade the claimants to settle their disputes by selecting uninterested persons to decide by means of arbitration the difficulties for them. There are several that cannot be adjusted in that way, and the probability is I will have to take the base of the hill where it is well defined above and below the points where the contest lies, and by taking the general trend of the valley as a guide, mark out on the surface the plane which would have intersected the base of the hill had the land slides not occurred. This seems to be the most liberal construction I can place on that section of the Mineral Act which defines the depth of claims as extending "from base to base of hill." * * * Where the stream is not boundet by a hill, but an almost imperceptible rise for a mile or two, there should be a more definide

limit laid down to cover such cases—say, six or eight feet in an elevation above high-water mark. The latter elevation would certainly leave the claims large enough. Mr. Ogilvie will advise that the rise of the bed rock to a certain elevation—say, high-water mark—should be substituted for “from base to base of hill.” * * * Another difficulty arises through the \$100 renewal fee bearing too heavily on the poorer claims. Persons owning claims on the Miller and Glacier creeks, say they are sorry to lose their claims and improvements, but as the mines did not more than pay wages when they could hire men at \$5 and \$6 per day, it would be impossible to make them pay at present wages, and that, together with the increase of the fee to \$100, discouraged them to the point of abandonment. In several cases I assumed the responsibility of accepting the old fee (\$15) and laying the claims over for one year to see if some provision could not be made to relieve the poorer claims from the increased fee.

There are several matters to which I ought to refer, but my time is so fully occupied that I will have to leave any explanations which may be required to Mr. Ogilvie, who is fully conversant with all matters professional and social in connection with the district. My reasons for accepting \$10 per acre for the land and forwarding it will require some explanations, which he will be able to give. My party has not yet reached here from Stewart river, although I expected them about a week ago. Probably they have been delayed to a greater extent than was anticipated on account of thick woods or still more troublesome mosquitoes. My intention after their arrival is to appoint Mr. Craig to collect timber dues. There will be a large revenue derived from this source in the town here. Returns will be demanded from the saw-mills and the logs used in building can be counted, and the revenue due ascertained in that way. There will be work in the office to keep Mr. Bolton and myself engaged for some time—in fact there are so many cases of disputes to come up, that a great deal of my time will be consumed in ascertaining the facts in connection with these and as far as lies in my power bringing them to a satisfactory conclusion. I have had to stop parties from working on bench claims in several cases where the same ground is claimed by those holding the creek claims, until such time as I can go and mark out the boundaries. This I will do at as early a date as possible. The steamboat has whistled as a signal that she is ready to start in a short time, so I cannot write more.

I am sending a supplementary account and the gold collected since Mr. Ogilvie left for Fortymile on Sunday. I do this because any gold sent out by him will go free of expense.

At a later date when time permits I will send my accounts in detail, viz. : a list of the applications and entries for mining claims.

DAWSON, 26th July, 1897.

I have the honour to acknowledge the receipt of the stationery boxes and trunks, shipped from Ottawa, also Casella transit, all O.K. I am unfortunate in only having a few minutes before the boat leaves, as the second signal has been given for starting. The other members of my party are here, and straightening out the town lot surveys. We will collect payment from the land owners, for this work, as soon as the field work is done, and we have time to make a nap. There are a good many applications for land, which will be attended to as soon as possible. The weather during the past two weeks has been so wet that very little progress could be made with outside work. I have had so much office work that it has been impossible for me to attend to anything else, thus far. As soon as possible I will go up the Bonanza and Eldorado creeks to settle, as far as I possibly can, the disputes between those on the hill side claims and those in the gulches. It seems impossible for them to come to any arrangements without my intervention. I trust that these matters will be adjusted when next I write you.

My health is good. Mr. Gibbon has been poorly and suffers from indigestion. I hope he will be able to remain, as he is a good reliable man.

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DAWSON, 17th August, 1897.

I have the honour once more to send a short account of our work and prospects in this distant portion of our Dominion. It seems very distant to me, as I have been absent from home more than three and a half months, and have not received any word from any member of my family. We expected a Canadian mail by boat, as in former years, but there seems to have been no arrangements made for that this season, so that no Canadian newspapers will be likely to reach here. The "Bella" arrived this morning loaded down with supplies, but the outlook for food supply during the coming winter is by no means bright. The "Weare" is reported to be fast on an island, not far below Circle City, with broken machinery, and not likely to make another trip. The "Bella" was delayed more than a week on account of shallow water, and the river is falling so rapidly, that it will soon be very low for navigating the flats below Circle City. The wealthy miners, "Eldorado Kings," as they are called here, deposit large sums of money with the commercial companies, in advance for food, and have the greater part bought up before the steamboats arrive. One man last week paid in to the Alaska Commercial Company, twenty thousand dollars (\$20,000) as an advance on food. There is some beef coming down the river, and a few cattle were brought down in a scow which reached here the other day. The beef is worth \$1 per pound so that only those with large means or working men who are earning \$15 per diem can afford to buy it. I have not yet found time to vacate the office a single day. There is all the work that three of us can do. You can form some idea of our work when I inform you that we have collected nearly \$14,000 since I made my last returns which will probably be increased to \$20,000 by the time I send out my returns for the season. I will send them by the first boat which arrives in charge of the transportation company. Mr. Gibbon has been surveying the town plot ever since his arrival from the Stewart river. This work seemed the more urgently needed as the people were bound to take possession and build regardless of any information which might be given by the owners of the land or that they might derive at the office. I have refused to accept applications for the land not included in those already on record at Ottawa, until such time as we can have the lots properly surveyed in conformity with the remainder of the town. We will have ten or twelve acres outside of the 14.3 acres applied for by Atkins, which will be divided up and sold as town lots on Dominion lands. From this land we will realize more than has been paid for all the rest, as it is situated along the base of the mountain in a favourable place for building lots. Mr. Gibbon has only one man with him now. * * * Some time ago, one of my men named Dowding complained that Mr. Gibbon wanted them to work too hard or something of this kind. I let him take his own course which he did by leaving and finding work elsewhere. A few days later he ventured to call on me to ascertain if anything was due him, but was informed that when men left as he had done, they did not usually come around inquiring about pay. There would have been due him had he been discharged about \$45. This only meant some three days work at the pay he has been receiving since. The remaining man happens to be my son and he would like to go for the larger pay too, but he would not go without my permission, and he is needed to accompany Mr. Gibbon on his surveying expeditions. There is all the work he will be able to accomplish before winter within reach of the town. We have five applications within six miles down the Yukon and the same number within the same distance up the Klondike river, besides portions of Dawson and the land south of the Klondike, formerly known as Troandik village. Judging from the amount of revenue we are deriving, you will see that the place here needs all the attention we can give it. I am certain we will derive more than double the amount which would have been collected had the matter been neglected. The amount from timber, from transfers, from filing documents, such as mortgages, bills of sale of town lots, partnerships, agreements and other papers amounts to a large sum. We might tell the people that many of these matters formed no part of the regular work of the office, but it is due to them that everything possible should be done to aid them in protecting their several interests, and this feature of our work is daily enlarged and its utility more fully realized as the people learn that their interests are protected and that they can ascertain at the office whether they can safely invest their money, or whether the property has already been given in security

to nearly its full value. The rent I am paying for the office, which is \$50 per month, will appear large to you in Ottawa, but seems very small to those living here. If we could find other suitable quarters, Mr. Harper could rent the building for \$75 per month to-morrow, but we cannot get other suitable quarters; they are not to be had. In addition to the work in connection with the timber and mines, I have to hold court two or three times a week for the purpose of adjusting disputes. All my decisions so far have been received without complaint, as it is generally understood that it would be useless to appeal. The evidence which I keep on file is already attaining considerable dimensions. If a judge is not sent in I presume the papers will have to be forwarded to Ottawa. Before closing this report I wish to make a recommendation which I am sure you will not be backward in recommending. First, I would ask that Mr. Gibbon's salary be increased to \$125 per month, and that the increase date from the date of his instructions. I would also recommend that Mr. Craig's salary be increased to \$75 per month. He is worth much more than that in the office. I would also recommend that the two men who have remained, viz., William Curtis and R. H. Fawcett be paid at the rate of \$60 per month. I can the more readily make these recommendations when I say that the fees we will derive in payment for surveys will fully meet all the expenditures which will be chargeable to surveys account, and I have already shown how the office receipts have been increased to almost double what would have been derived had not every exertion been put forth to accommodate the people. As the season advances and we will have very little if any time to devote to building, I have had to let the contract for building logs to an Ottawa man, Mr. Prudhomme, who is building a house for Mr. Davis, of the Customs Department. The logs will cost about \$200, and we will have to hire some assistance to build. The house will not cost less than \$1,000 by the time it is up. I will send a full account at a later date. The house Mr. Davis is building will cost over \$3,000. The members of the North-west Mounted Police at Dawson have been working faithfully all summer at their buildings and have now all nearly completed except the house for Mr. Constantine. With the force they have it will not take them long to put up one house. They have erected good buildings at Dawson and expect that Mr. Constantine will be quartered here not later than the middle of September. If no judge arrives this season we will have to do something towards organizing a more perfect method of administration than prevails at present. It would never do to allow the idea to spread that no machinery had been provided for enforcing the civil law. * * *

You must not feel surprised if you hear that a Board of License Commissioners and License Inspectors have been appointed, also a bench of magistrates for attending to civil justice. There are two or three Canadian lawyers and several American lawyers now in town, but I have not allowed them to appear on behalf of those who have brought their disputes to me for adjustment. If their knowledge of the laws relating to civil matters can be utilized, there is no reason why justice should not be done. I think there will not be fewer than fifty children here of school age, and no provision has yet been made for their education. As soon as a building can be erected, the English Church clergyman has an assistant, Mr. McLeod, who was a qualified teacher (2nd class) in Manitoba ready to take charge of the school, but owing to the high wages building is so expensive that a building may not be ready before next summer. Some assistance should certainly come from the government, because these schools have no power to raise funds through taxation. There ought to be some assistance in building roads. The mud and water is up to the knees in many places along the only highway to the rich mines. You can judge of the roads when I say that men can seldom be got to carry supplies up to the mines at the rate of one cent per pound per mile. That is the usual rate. The owners of pack-trains have done a great deal of work, and have spent lots of money to pay men for opening up and working on the roads, and several deputations waited upon me to ascertain if I had not authority to appropriate government money in making roads. Men who have worked in British Columbia in the early days say that the gold commissioners there attended to these matters.

I will have a full report on financial matters ready to send when I ship the gold. Full returns will be made out up to date of shipping.

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It is nearly midnight, but I have written this rather lengthy letter to send by boat which is expected to leave early to-morrow. We are daily looking for and expecting a Canadian mail to arrive down the Yukon, but have no means of knowing what is taking place in the outside world. * * *

DAWSON, 2nd September, 1897.

I regret very much to have to report that recently several cases of robbery and stealing have taken place, and more particularly to say that we have been among the heaviest losers. Up to the present time we have been living in our tents and for that reason it has been impossible to keep our receipts continuously under supervision. The transportation companies, viz.: Alaska Commercial Company and North American Transportation and Trading Company each have a safe, and I have stored some of the gold with them for safe keeping, but when the boats are long delayed they require all the available space for their own use, and I have had to keep some of the gold at the office. When Mr. Bolton visited the office on Sunday morning the 30th ultimo, he found the window broken open and the cash box, a heavy sheet iron box I brought with me, gone. The police were at once notified and started in search of the box; it was discovered not far back in the muskeg, broken open with a chisel which was found near it, and the contents, viz.: \$2,000 in gold dust and \$400 in gold coin taken therefrom, while papers and other contents were scattered around on the ground. Nothing about either the gold dust or the coin could be identified unless the sacks, both of which contained certain private marks, could be found.

Since the robbery I have been sleeping at the office, well armed, ready to protect the property if another midnight raid should take place. We should not only have an office strongly built, but one containing a vault and a safe for the protection of the records, which if destroyed by fire would be a serious loss. There is not much danger from fire as yet, owing to the fact that I have not been able to procure an office cast-iron stove. There is not one to be had at present, but the North American Transportation and Trading Company expects some this fall. The nights are becoming very cold, the thermometer on several occasions having registered 10° and 12° of frost. There has been no boat here with supplies for a long time until to-day a barge arrived with part of her cargo, a very large percentage of which was spirits. * * *

The prospects for food indicate a great scarcity before next summer. If reports brought in by persons who have recently arrived here can be relied on, there are still about two thousand persons on the road in, many of whom are bringing no supplies except what they require on the way. When the severe weather sets in, there will not be houses to accommodate more than half of the people, they will still be living in tents. Owing to the costliness of labour, wood cut up ready for fuel costs \$30 per cord. People go up the river and cut all the dry wood on the island and near the river banks which can be got to the water conveniently and those going at a later date will have considerable difficulty in obtaining a supply. A man and a team demands \$60 per day, and work done by horses at that figure is less costly than the same work would be if done without the horses. We have begun building a house for winter residence. My assistant, Mr. Gibbon, with one man assisting him, is working at it, and I give them some help when I can be spared from the office, which is seldom. Many more surveys ought to be done, but as I have already had to pay out money not authorized by my instructions for material and lumber, I would not like to take the responsibility of paying from ten to fifteen dollars per diem for labour when my instructions only authorize payment at the rate of \$1.50. The office work cannot be neglected, for that is where the principal part of the revenue is derived from, so the survey work will have to wait until our winter quarters are ready and firewood brought down the river. There are a number of applications to purchase land for agricultural purposes, and also two applications for coal lands. We will attend to these applications at as early a date as possible. Last week I took my assistant (Mr. Gibbon) and another man with me up the Bonanza and Eldorado creeks to settle disputes between the holders of creek claims and persons who had located low down the hill sides for bench claims. Most of the decisions resulted in the removal of those whom I considered

had taken possession of land which properly belonged to the creek claims. In arriving at my decisions, in not a single case did I extend the creek claims beyond the boundary stakes planted by Mr. Ogilvie last winter, but in some cases made the claims narrower. Two or three who located claims which would take the pay streak and tried to hold them as benches were very much dissatisfied and said they would appeal against my decisions, but when asked to deposit \$20 with their notice of appeal they neglected to do so. * * * In placing the limits I had Mr. Gibbon with me, a surveyor of ability and sound judgment, also Mr. Ogilvie's stakes, which were generally outside of where we decided the dividing line should be, so that unanimity on the part of three experts should be final in cases where there have been none but interested persons to differ from the decisions given.

The arrangements made for my securing supplies through the North-west Mounted Police have been very unsatisfactory. During the six weeks which have elapsed since my party arrived here, we have been able to get very little in the way of supplies from the police, but have had to purchase at the high prices current at the stores. Capt. Healy, manager for the N. A. T. & T. Co., told me to-day that he had not yet heard whether his company had this year accepted the contract for supplying the North-west Mounted Police. He had accepted Mr. Constantine's assurance that arrangements had been made and had allowed the few men who are at Dawson (some twenty) to draw supplies monthly at the company's store, but until he receives official notice, he could not supply us at anything like the same prices, as they lose nearly 100 per cent on the supplies furnished the Mounted Police. A letter from Capt. Constantine, received at this date, informed me that owing to the low stage of the water and large influx of population, the police would probably be on short rations and I had better make whatever arrangements I could to obtain supplies for the coming winter. It was that communication which led me to interview Capt. Healy with reference to supplies. Capt. Hansen, who is the local manager for the Alaska Commercial Company, is absent and will not be back until another boat arrives up the river. I had the promise of Mr. Wilson, who is the head manager for the Alaska Commercial Company, that his company would do anything in their power to aid us in any way. After the boats arrive and I learn the full particulars regarding supplies, I will if necessary send my party out, keeping one man in addition to myself to look after the office. At the prices which will have to be paid for supplies before spring, it will not cost less than \$3 per diem for board per man. The cost this summer has been from \$1.50 to \$1.75. There is a general impression that many will see very stringent times before spring; for those without means, arriving late in the season without any place of residence ready, with rent for a medium sized cabin not lower than \$100 per month, with fuel at prices unheard of formerly, the outlook will be indeed dark, and hundreds will realize that they have made a great mistake in coming this fall. The prospect of obtaining a share of the gold will induce people to take risks that nothing else would. Upwards of two hundred head of cattle and a few hundred sheep are expected in via Juneau. If these arrive they will help out the provisions somewhat.

The streets and every available place at Dawson are still occupied with tents filled with people, some intending to go to work in the mines when the winter work begins, and others simply waiting for something to turn up. Men who are willing to work can nearly all find employment in the erection of buildings, cutting wood, bringing saw-logs to the mills or in some other honest calling, but there are not a few who have come not with the intention of working, but simply to prey on others whenever an opportunity occurs. Now that the dark nights are coming on I almost dread the prospect. If no more police arrive, the few that are here will be as nothing. So far there has been no patrol to guard the place at night; the men are all busy building and cannot do both. Every man from this on will have to try and keep a sharp look out for himself.

3rd September, 1897.

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At present the gold commissioner is expected to protect the interests of every man, woman or child in the country. He has to take action to establish partnerships, and to

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deal with claims for wages, broken contracts and promises, non-payment of debts, disputes *re* the ownership of property, mineral, personal, or real estate, assault and battery, trespass and other matters; in fact there is nothing but what the gold commissioner is supposed to be in duty bound to settle. I have on hand nearly twenty-four thousand dollars ready to send when the transportation company's boats arrive. I have not made up the accounts to date as I want to send all that I have on hand when the last boat leaves to connect with ocean steamers for San Francisco. I have had two very strong boxes made—one to pack in the government money and the other for the gold dust belonging to the Karlson estate. As I sit here writing at midnight with my heavy overcoat on to keep me warm and expecting that every noise I hear may be caused by some one preparing to break into the place, you will conclude that my present position is not an enviable one. Mr. Anderson for whom I wrote a letter this evening has kindly offered to take this letter out for me. When the gold is shipped, I will send a full account of every thing financially; had it not been for the unfortunate robbery which has added so largely to the unpleasantness of my situation, I would have been well satisfied with the result of my less than three months residence here.

DAWSON, 16th September, 1897.

As the season advances without indications of any steamboat putting in an appearance, the prospect for both provisions and communication with the outside world diminishes. We have heard so frequently that a Canadian mail was on the way, that every one has thought there must be some truth in the reports, but up to date the long expected mail has not materialized. I secured a couple of Seattle newspapers for one dollar and from them I learned that steps had been taken towards providing for the administration of this country. A few of the immigrants and the American mail carriers brought in Seattle and San Francisco newspapers which sell at fifty cents each as fast as they can be handed out. Two or three hundred papers disappear in less than an hour.

No Canadian papers find their way into this isolated country of gold. In former years Canadian mail consisting of letters and packages of newspapers and magazines came in twice during the summer by the steamboats, but no Canadian mail and little American has come that way this summer. Old timers say that never before have the arrangements for mail been so faulty. The American mail from Juneau passes on to Circle City, no one having authority to open the mail here, and the letters are brought back and delivered for fifty cents each. Many persons have instructed their friends to send their letters via Juneau in care of the American mail carriers who take them in charge at Juneau and bring them to Dawson at \$1 each. That would probably be the surest way to get letters in. There have been many opportunities of sending mail matter out this year. Some of those who have taken out letters may not be reliable, yet many will reach their destination all right.

If the latest reports contained in an American paper can be relied upon, we will soon have both a judge and an administrator. If these appointments have been made, I shall feel my responsibility very much lessened, more especially if a judge is sent who will undertake to decide all those civil disputes and fraudulent dealings which day by day become more numerous. I shall regret very much if I am compelled to keep on hand all the money now in my possession, viz.: upwards of \$33,000 in government money and some \$35,000 which belongs to the estates of persons who died last summer. I would have sent what I had on hand about a month ago by the Alaska Commercial Company, if Mr. Healy, manager for the North American Transportation and Trading Company, had not been so confident that their boats would return here, and all be in time to connect with the ocean steamers at St. Michael. At this late date, even should they arrive within a few days, there is no certainty that they will reach the ocean steamers, which, if they follow out the programme laid down, will leave St. Michael for Seattle and San Francisco on the 18th instant. I have nothing further to report regarding surveys.

On the 26th August, I started up the Bonanza accompanied by Mr. Gibbon and my son, to try and adjust the disputes between claimants on the creeks and on the hill-

sides. We spent a full week in examining the different points on Eldorado and Bonanza where the difficulties arose, and marked out the lines between the disputants, giving as liberal an interpretation of the law as possible in behalf of those who were first in possession. To have done otherwise would have, in several cases, done a great wrong to persons who had paid large amounts for claims. Few complained of the treatment they received at our hands. Only one gave notice of appeal, and he was a miner from British Columbia, who said he would send his appeal to the House of Commons through a member of parliament, at least that is what he said he would do when I told him he would have to deposit \$20 with his appeal or protest against my decision.

The road up the creeks is the greater part of the way through muskeg, and it was raining part of the time; sometimes we were over our knees in mud and water. The bad road is what makes freighting so costly. After our return we began to build a house for winter, and Mr. Gibbon has been working at it ever since. At present he could not get around to make surveys as he gave his foot a very bad cut three or four days ago and it will be some time before he can put on a boot. Common lumber, which in Ontario would not cost more than \$6 or \$7 per 1,000 feet, is in demand at \$140. Green flooring, planed on one side and tongued and grooved, costs upwards of \$200. Our cabin logs cost \$4.50 each on the ground, so that our material for a small cabin, one story (20 x 25) will amount to about \$800. What the greater portion of the present and incoming population will do this coming winter for shelter is a problem which has not been solved. A small cabin not larger than 18 x 20, and walls not over eight feet high, rents for \$75 per month. I had to purchase a stove for the office; I could not get a cast iron one and had to pay \$60 for a small sheet iron stove and about fifteen lengths of pipe.

On Tuesday, the 7th instant, I had the chance of engaging two men in the place of those who left my party. They were young men who accompanied a man named Piché, who came to start mining on behalf of a company at Brandon; but not having much in the shape of supplies with him and no promise of being able to procure any, he sold what he had to raise money enough to return home with, and left the two young men without anything.

The supply question has reached that stage that miners will not employ men who have no "grub stake," and this feature adds very much to the disabilities of men who are daily arriving and on the road in. Dawson, I should judge, has a floating population of about three thousand. The number will not be so great after drifting is fairly under way at the mines unless the influx continues all winter, which will probably be the case if any reliance is to be placed upon the reports of those who have made anything like good time on the road. We have some land outside of Smith's addition in the town and Troandik village to survey as soon as our house is habitable. The people have built on this land, and the survey on that account will not probably be very regular.

September 17th.—I learned this morning that three or four days ago some young men who had a package of Canadian mail had joined a stampede and gone up Henderson creek in search of gold. This p.m. a young man arrived with a note from Inspector Harper, of the N.W.M.P., dated at Skaguay, the 22nd ultimo, and inclosing a copy of a telegram from the Minister of the Interior advising the government officials here that Major Walsh had been appointed Commissioner for the Dominion government for the Yukon district and that he would have full authority over all officials here. After his arrival, I would infer, the reports in connection with the different branches over which I have the oversight will be made to the Commissioner, and by him forwarded to the department. Of this, however, I expect to be further advised after his arrival. I am glad that some one with authority has been appointed to attend to the administration.

We are busy preparing the report in connection with mineral, timber, and lands branches for the two months ending the 15th September. I notified the two saw-mills some time ago that I wanted their reports together with the government dues made up to the end of August to send out by the late boats. The returns have not been made yet, so I will have to adopt some method of collecting if they do not respond by the time the boats arrive. I trust a supply of stationery will be brought in by some one, as my supply on hand will not last more than another month. * * *

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On Sunday last it snowed the greater part of the day, and on Monday morning the ground was covered to a depth of three inches. The atmosphere became warmer on Tuesday, and by Wednesday at noon all had disappeared from the flat. Yesterday a report arrived that a rich find had been made on the Tanana river in American territory, and several boat loads started down the river for that district this morning.

I will draw on the funds collected in advance of my accounts to make up the deficiency of \$2,400 caused by that unfortunate robbery, leaving the evil day of a "deficit" for the future. Perhaps there will be an overplus from the gold dust which we take at \$16 per oz. to counterbalance a part of it; I hope before we are through it will correct itself in that way. We have as yet failed to ascertain any clue towards the perpetrators. There are a number of characters in the town whose mode of life is anything but correct, and thefts greater or less are being committed every day, but no one seems to get caught at it. I have slept at the office ever since ours was broken into and the money stolen. * * *

You will see that we are trying to make our stationery go as far as we can by ruling as closely as possible in making out the financial returns. We will have to economise still further by sending out only one copy, leaving the duplicate to be made at Ottawa. * * *

We have money due us from Harper, Ladue, Day and Atkins on account of surveys, but have not had time nor opportunity to prepare the maps for them, and did not care to render partial accounts.

September 22nd.—I learned a few minutes ago that two young men were starting up the river for the outside world in about an hour, and as I had my letter nearly ready, I hasten to inclose it and secure its passage out. The first communication I received from home on Saturday last (letters brought by a private source from Victoria) brought me the sad intelligence that one of my most promising daughters had been laid away to rest, and that my high ambition in that direction has been crushed to earth. It seems hard to be so far from civilization that news of that kind will require three months to reach its destination. No sign of any boats yet. News of the loss of two of the ocean boats which were bringing in supplies has been circulated around town during the few days past. I am afraid that there may be some truth in the report, and that may account for the non-arrival of boats. The "Alice" came up about seven weeks ago with half a load, because there were no supplies at St. Michael. It would be a dreadful calamity if no more provisions should arrive.

DAWSON, 27th September, 1897.

I regret very much to have to report that supplies have been so scarce that none can be secured at the stores of either company. Capt. Hansen, manager for the A. C. Company poled up from Fort Yukon with an Indian, arriving here last evening. He brings up word that the steamboats had to unload their freight at Fort Yukon and that owing to the low water they would not in all probability be able to come any further this fall. A few men have been waiting for some time to get out by steamer down the river, but on receiving the news brought by Capt. Hansen, they have chartered a little steamer which has been plying between here and Selkirk to take them up to Selkirk and intend to get out from there with horses or dogs at as early a date as possible. The police here have no supplies and we have none except what are doled out to us by the N. A. T. & T. Co. At the time I learned that supplies would be scarce, the manager of the A. C. Co. was absent and I could make no arrangements with that Company. A carrier brought a letter from Mr. Cadenhead, D.L.S., informing me that two surveyors, two assistants and one typewriter were on the way in. I am sending a letter up to intercept and start them back. I will have to send out the men who are with me as soon as they can travel safely on the ice if I can secure provisions enough to keep them on the road. Many who have nothing are starting down for Fort Yukon. We will probably have to compel others to go. The officers of the North-west Mounted Police are still at Cudahy while the men are here building. I will not send my party out if it is possible to get provisions to keep them until some arrive next June. The

only way in which it would be possible to survey out the creeks would be to have a party to transport supplies over the White Pass this winter and build boats ready to bring them down in the spring. * * * A reporter for the Associated Press will try and take this out for me.

DAWSON, 9th December, 1897.

The Deputy Minister of the Interior,
Ottawa.

I have the honour to transmit herewith the accounts and receipts in connection with the estate of the late Karlson Brothers, who died of typhoid fever shortly after my arrival at Dawson.

The enclosed affidavits in behalf of young Anderson who worked with the boys during the full time they were in the North-west, show that during their residence in this district they were often reduced to a condition of real want. Through the last three months of their lives only were they successful. They dug from the ground a few thousands and then sold their claim for \$50,000, receiving in cash \$5,000, the balance to be paid from bed rock as soon as it could be taken out. The intention of the brothers was to leave for their native land during the summer, which intention was frustrated through their sudden demise. Young Anderson, who looked after all their affairs during their last illness, was a full partner in all their work, but as is customary among miners, they had nothing in writing to show this. Before the death of the second brother he bequeathed the unsold claim to Anderson in the presence of witnesses. The young man has started for Norway where he formerly resided in the same locality with the Karlson family, and he will try and establish his right to a third share of the money derived from the sale of the Karlson mining claim. I have collected all the money due the estate, with the exception of \$1,500, which will have to be collected in the spring. The gold dust taken in was received at \$17.00 per ounce, this being one of the conditions of the sale. Part of the payment was made by the purchasers in cheques amounting to \$25,000, the balance received viz: \$24,230.06, was received at \$17.00 and exchanged for a draft at \$16.00, which I considered better than keeping the dust here and paying expenses of sending out by boat. I will have the cheques drawn payable to the Karlson estate at the Bank of Montreal, Ottawa, on order of the Hon. Minister of the Interior. It was not an easy matter to decide in an out of the world place like this, as to the best method of sending the money to the parents in Norway. Upon second thought, I decided to send the money to Ottawa as the Minister, assisted by the consul for Norway, would be able through the bank or some exchange office, to arrange for its transmission to the legal representatives. I have attached hereto an account of receipts and expenditures. The vouchers themselves I have retained so that they will be forthcoming when required.

The enclosures are a draft on the N. A. T. & T. Company (headquarters at Chicago) for forty-eight thousand and twenty-six dollars and ninety-three cents (\$48,026 93), two affidavits re A. J. Anderson's claim of partnership and a birth certificate of one of the Karlson boys. All the accounts were vouched for by Anderson before I assumed the responsibility of paying them. * * * I have another estate on my hands in which upwards of \$11,000 is involved, viz: that of Clinton G. Felch, who died suddenly the noon of my arrival at Dawson. Friends were written to by some of his acquaintances here, and were expected in this fall. Probably they failed to reach here on account of the boats not coming through. Most of the estate is in gold dust, which I have stored with the A. C. Company.

DAWSON, N.W.T., July 20, 1897.

I, Andrew Anderson, of Dawson, N.W.T., do solemnly declare that I was born in Norway at Fremmerhus, near Oalesund. I knew Robert and Charles Karlson in Norway;

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they were born and lived within a mile of my home. I have known them ever since I can remember. We went to school together. Robert Karlson came to America in the spring of 1891; I came in the spring of 1892 and Charles Karlson in 1893. All three of us worked together in the same logging camp in Santa Cruz County, California. We were all working for wages. Robert worked there three years, myself two years and Charles one year. We all three decided to come to the Yukon country in the spring of 1894. We left Juneau on the 4th of April, 1894, and came in over the summit. We spent our first summer on the Stewart river rocking on the bars. We were partners from the time we left the logging camp in Santa Cruz. We rocked out some gold on the Stewart river and divided equally amongst us. We wintered on McQuesten river and prospected together. We rocked a little more gold the following spring and came down the Yukon to Sixtymile. We spent the summer and part of the winter prospecting Tenmile creek, which is a branch of Sixtymile. We left about the middle of February and went to Fortymile, where we got some provisions and then started up the Yukon again to cut wood and logs. The following spring we brought three rafts of logs down and sold them at the saw-mill at Cudahy. We divided the money equally between us. Myself and Charles Karlson then went to Glacier creek and worked in the mines. Robert stopped in Fortymile for a few days and then went and cut some wood up Fortymile creek. The new gold fields were made the following fall and Robert Karlson went up from Fortymile and staked on Bonanza creek. Charles and I received a letter from Robert to come to Bonanza. We were working on Miller creek at the time. Charles went up in October. It was agreed between us that I should stop and work on Miller and make some money in case Robert and Charles should find nothing on Bonanza creek. They found good prospects and both Robert and Charles wrote to me and I came to Bonanza about the middle of January. I left Miller creek on the 1st of January and came to Fortymile, where I bought provisions for the two Karlson's, and then I freighted up the Bonanza. Robert and Charles had no money at the time and I had to bear all expenses, which amounted to nearly three hundred dollars. After I reached Bonanza I stopped with the Karlson's a few days and during that time I made arrangements with Ben Wold to represent claim No. 34 on Eldorado, of which Wold owned half, for the consideration that he, Wold, would give me half his share. This gave me a quarter interest in 34 Eldorado. Robert and Charles Karlson shared equally with me in this property, and I went there to work. They helped me up to the claim on Eldorado and helped put up the tent. They then went back to work on Bonanza and I remained on Eldorado.

About the 4th of May, 1897, I sold the Eldorado interest to Alex. McDonald, and a few days later the Bonanza claim, No. 27, above Discovery, was sold to the same man. I took the money I had to the Karlson's cabin on Bonanza creek, and after the Karlson's had sluiced their dump we all came down to Dawson together, and left the money at Ben Wold's house. Ben Wold went to Sixtymile for a trip on the steamer Alice, and we took the money away from there and put it in our tent. Robert Karlson was sick at the time. We did not divide up the money, as we intended to wait until all the other payments were made. We were all like brothers, and used the money just as we wanted. We each helped ourselves whenever we needed any money. We had perfect confidence in each other. And I make this solemn declaration, conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act, 1893.

ANDREW J. ANDERSON.

Declared before me, A. E. Wills, a Justice of the Peace in and for the North-west Territories, this 20th day of July, A.D. 1897.

DAWSON, 13th December, 1897.

I have the honour to transmit herewith a cheque on the North American Transportation Company for the sum of eighty-two thousand three hundred and three dollars

and ninety-four cents, which, together with four thousand seven hundred and six dollars, amounts to eighty-seven thousand one hundred and seventy-nine dollars and ninety-four cents (\$87,179.94), the amount total collected by me since my arrival at Dawson on the 15th of June. Captain Healy offered to take over my gold dust at the same rate at which we receive it at the office, also the coin and paper, and give me a draft on the headquarters of the company at Chicago. As the boats did not arrive here in the fall, and nothing could be sent out, I deem this unexpected offer on the part of Captain Healy as very opportune, and I am sure you will pardon me for departing thus far from the instructions directing me to send gold to San Francisco. By embracing this opportunity, a saving of upwards of three thousand dollars will be effected, more than making up for the loss through the robbery earlier in the season. As Dr. Wills, who will take this out for me, will not be able to carry more than required for his long journey, I will not load him by sending the detailed accounts, but will try and forward them by the first official mail. We hope to hear from the outside world sometime before the end of the year. I sent out an official letter to the Surveyor-General with Mr. Dalton early in November, thinking that if any one would get out, he would, as he had horses at Selkirk and food for them and himself stored at several places along the trail, and was accompanied by Indians with whom he usually travels. Contradictory reports arrived through persons coming down the river to the effect that he had been waylaid and murdered on the way out. Persons who arrived from Selkirk recently say they did not hear anything about the rumor up there, so I presume it originated from the same sources that much of the news found in the newspapers emanate from. The stories we hear, and which are repeated as authentic news, are remarkable, and if one could credit them it would seem as if the age of miracles had returned. If a monthly mail service could only be organized and Canadian papers or magazines come through, we would not be quite so much in the dark. People are leaving for the outside world in such numbers that there is beginning to be a feeling of relief in regard to the food question. If a quantity could be delivered by team as far as the foot of Lake Labarge while the sleighing is good, and boats ready to bring it down as soon as the river opens, there would, I think, be no actual starvation. The adoption of this measure, however, will be the only means of preventing it. Conditions down the river are such that no relief can come in from that quarter until late in July. There will be no supplies available this side of St. Michael, and the first boats on the way up from there are liable to be held up at Mynook, Fort Yukon, and Circle City, and the supplies taken before they can reach Dawson. This is a contingency which people ought to consider well in coming to the country next spring and not venture without at least supplies enough for one year. In estimating the amount of food for one person, a great many lose sight of the fact that in a cold climate like that of the Yukon valley, a person will consume fully twice the quantity of food which will satisfy his wants in a temperate climate. Those who come from a warm climate remark that it is really marvellous the way one consumes food on the cold days. The weather during the past ten days has been very pleasant, the thermometer ranging somewhere about zero. For two weeks preceding the weather was exceedingly cold, the thermometer sinking to 47° below zero, accompanied by a dense damp mist and south-east wind, which blew incessantly while the cold spell continued. I had a letter the other day from Mr. Cadenhead, who is in charge of the party of six whom I sent to Fort Yukon, where supplies were to be had; he reports all well. They reached a point about fifty miles from Fort Yukon, and found themselves blocked in by an ice jam. They had to pack their blankets the remainder of the journey, but reached their destination without mishap. The miners think it very hard that the services of the Canadian engineers are lost this winter because the companies could not supply the necessary food to keep them here. The companies themselves now think that by cutting down the miners a little more closely they might have kept the surveyors here. My office staff is only about half the size it should be for the amount of work we have to do and I could have used two more men to great advantage in the office if I could have kept them here. A double portion of the work falls upon myself and I seldom retire from work until after midnight. For six weeks there has been what one might designate a stampede on the office. We cannot accommodate more than eight or ten persons at a time while there are often forty

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and even fifty at the door trying to get in at once. We have to keep the door locked until the wants of those inside have been attended to and then let more in. All our blanks both for applications and certificates (Forms H and I) have been used up and we have to make abbreviated written forms for both. We have issued 3447 certificates and renewals up to this evening and by to-morrow night there will be forty more. In addition to this, 1451 transfers have been issued and upwards of 300 other documents examined and filed. There are now on record about 3800 claims all told. There were within a few of 700 up to the time I arrived. From this you will see what an enormous increase there has been in the business of the department as compared with former years. It will be absolutely necessary that a full supply of stationery be sent in at the earliest possible moment. Long before the open water, we will have used to the finish all the paper around the office. For the records medium size blank books will answer as well as any others. We will have to establish a branch office at Stewart river early in the spring and will want a supply shipped for that point. All the way between 300 and 600 persons are reported to be living and prospecting on the Stewart. People are daily arriving from the Henderson to record their claims, and many more travellers who were ice bound further up the Yukon will make that their headquarters. I estimate that not less than 6000 people are to be found within a radius of 50 miles of Dawson. About 1000 have either started out over the ice or will be starting before the middle of January. More than 600 persons have gone down the river to Circle City or Fort Yukon and all expect to return as early as they possibly can, some with supplies and others by the first boats. Unless measures can be taken to prevent the incoming rush in the spring, there will not be food enough to feed the people, without making any provision for the eight months winter. The boats that were above Circle City when the river began to freeze, viz: "P. B. Weare", "Bella", "Victoria" and "St. Michael", are all frozen in near the mouth of a slough at Circle, and there is a possibility if not a probability that the owners may not succeed in saving them in the spring. It will depend upon the water rising to a sufficient depth before the ice breaks or makes a move to enable the boats to run into the slough and thus escape being carried away and ground to fragments by the great masses of ice. Should the boats be destroyed, it would be a serious loss to this district, and adds force to the reasons given why no time should be lost in forwarding as large a supply as possible during the winter. The town has lost severely already through fire. The first occurred early in the morning on Sunday, 21st November, when a building designated "The Klondike Church" was reduced to ashes. Two missionaries, Revs. Drs. Young and McEwan, sent in by the Presbyterian Board of Home Missions, New York, had rented a large empty building, fitted up the lower flat for an audience room where services were held on the Sabbath day, and during the week the place was open for a reading-room and a place where people might gather who did not wish to patronize the saloons. The upper flat was partitioned off into six rooms, occupied by twelve men who had stored their winter outfit in their rooms for safe-keeping. One of the occupants who returned early in the morning in a state of intoxication was responsible for starting the fire. The result was the total loss of all the supplies and narrow escape of occupants—some without clothing. A meeting was held and committees appointed to devise measures of relief, and the people began to realize how impossible it is to cope with disasters of this kind when there is no food to be purchased in the town and everything in the shape of outfits at Yukon prices. The next great fire occurred three days later, when the opera house and three adjoining saloons were burned to the ground in a period of less than two hours. The loss in food was not so great as the greater portion of it was saved, but the buildings represented a vast amount of money, and they are missed very much by the miners who, not able to find lodgings in town, would stay all night in the large saloon connected with the opera house and find shelter from the cold arctic winter. The opera house was the great dance hall, and its moral effect was by no means elevating, yet it served the one good purpose mentioned. These buildings were in the heart of the town and their destruction leaves a blank which will not be filled before next summer.

We are in a very difficult position owing to the absence of municipal organization. I intended to have made a move in the direction of devising some measure of town

administration when the intelligence of Major Walsh's appointment as administrator, and of officials to aid in the administration reached me; the expectancy that they would be here before winter deterred me from making any move. I trust the officials will arrive in time to do something towards cleansing the town from the accumulating filth before the warm weather. Upwards of ninety per cent. of the property owners are aliens and that in itself would prevent town organization in the usual way under the North-west Ordinances. With the exception of a narrow belt along the river front, Dawson townsite is a swamp, which if not eternally frozen would be to all intents and purposes as far as traffic is concerned, bottomless. The place in its natural condition is such that typhoid fever would need very little encouragement to make great progress, and in fact last summer there were several deaths from it and cases where the patients survived, so that if no steps are taken to prevent it, there is nothing more certain than that it will be epidemic next summer. The Episcopal Missionary has opened a school during the forenoon, five days in the week, and some fifteen children attend. This is the only educational provision made up to the present. If a school should be established by the authorities, the Rev. Mr. Bowen would close his. He is carrying on the work solely as a work of charity.

I have heard some talk of an application for a charter by some company willing to undergo the expenditure necessary to establish an extensive electric plant at Dawson, capable of supplying light and motive power for the town and mines. Electric light itself would be a great boon this winter and could certainly be supplied at a much less cost than light from coal oil at \$30 per gallon and candles at one dollar each. We have to keep our lights burning all the time except three hours at mid-day, so that our expenses for lighting will be quite a heavy item if Capt. Healy charges local rates. Nothing but the fact that to be without light would mean the closing of the office enabled me to secure enough to keep us going. I was informed by Capt. Constantine that they had only procured one half their usual quantity for this winter, so we have nothing to expect from that quarter. If I am to depend upon my own ability to make such arrangements for securing supplies from one or both of the trading companies, I would like to have the information at as early a date as possible, so that my order may be in along with the first and that a special list of what we require may be made out. If supplies are sent down the river for us, it would be well to have them entirely separate from the Mounted Police stores. This arrangement would be more satisfactory to the police as well as to ourselves. * * *

A committee waited upon me at the office, requesting that I attend a mass meeting which had been called to discuss the proposed changes in the mining regulations, and if possible acquire information thereon. About one hundred miners were collected in front of the Alaska Commercial Company's store. Capt. Morgan was elected chairman, Mr. Livernash, secretary, and several persons were called upon for addresses. Those who responded, spoke in rather strong terms against the proposed changes, and the meeting ended by appointing a committee of five miners to draw up a resolution or memorial to the Dominion Government at Ottawa, setting forth the true condition of affairs, and full particulars in relation to mining interests, and to make recommendations as to what they thought would be an improvement on existing conditions. The Gold Commissioner was asked to make a statement, which he did not think would be the correct thing to do under the circumstances. The memorial was to be framed that evening and submitted to every miner in the country for discussion. The petition and delegation which is being sent out at this time is the result of this agitation carried out to its final termination. * * *

I will try and explain why surveys of the creeks could not be made under the conditions which have existed here all summer, and which cannot possibly improve much before next fall no matter what changes may take place in the way of opening up the country. One of the largest mining divisions opened up during the summer has been the Indian creek with its tributaries, Dominion, Sulphur, Eureka, Quartz and Ophir. A man leaving Dawson for any one of these creeks could carry scarcely enough provisions together with his blanket to keep him from want while he sought out a claim, staked and returned to town. Men who wished to stay a week or two to sink holes and do a little prospecting have offered packmen \$1 per pound to carry supplies to Dominion

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creek, a distance of not more than forty miles, and could not get them packed over for that amount. One could not get supplies carried to Sulphur for \$1.25, nor to Eureka for \$1.50 per pound, although the greatest distance does not exceed 70 miles. These rates would mean that the cost of delivering food at Dominion creek would be not less than \$3, at Sulphur \$3.75 and at Eureka \$4.50 per diem for each man, which would make the cost of living at these places \$5, \$5.75 and \$6.50 respectively. At these rates a small party of five, which would be as few in number as it would be worth while sending to make any progress in surveying a creek, would cost \$30 per diem, and three such parties would cost say \$100 or not less than \$3,000 per month. Would the department be willing to authorize such an expenditure had the conditions been such that the experiment could have been made? These figures have been based on the supposition that men could be engaged and kept on the work at the wages allowed by the government. This could not be counted on; we might add \$5 more per man for each day. I have considered the matter on the basis of cost, but that would not have been the greatest difficulty we would have to face during the past summer. We are sent in under instructions to draw our supplies from the stores of the North-west Mounted Police, and arrive to find they have none, but are purchasing for themselves and are part of the time on short rations, so that very little is obtained from their stores. Finally the boats arrive in August, having connected with the ocean steamers which left San Francisco and Seattle in June; Mr. Constantine expected the police supplies would be on hand and ordinary rations would be given to us, as his instructions intimated, but we had better provide a supply of other things. Captain Healy informed me that he had received no official word from his company as to whether they had accepted the contract to supply the police this year, but on Mr. Constantine's representations, he would deal them out rations weekly until he received further word. He could not see his way clear to give us supplies at the police contract prices, but would supply us at the local prices as long as there was anything on hand. The supplies would be served out in limited quantities, not more than one week's rations being granted at one time. This condition in itself would have prevented us from making surveys at any distance from the town, had other conditions been favourable.

Another matter which I will bring to your attention is the manner which exists for staking every stream and gulch in the country, whether there is any prospect or not. Men think nothing of perjuring themselves by taking the oath that they have found gold on the claim which they may have staked when the thermometer was 50° below zero. Streams are staked for several miles in the space of a few hours. The definition of a mining division which allows a claim on every separate stream which flows into the Yukon, like every other regulation which allows any latitude, has been abused by people staking on the different small streams more claims by far than they could possibly represent. Of course many of these creeks will never be worked; it would cost more to make a survey of these small streams than all the revenue which may be expected from them. The government secures the entrance fees, and if the claims are renewed, the fees will always add something to the revenue, so that financially nothing is lost but something gained by putting them on record. Hundreds of those worthless claims will be advertised for sale on the markets in the outside world this winter at prices by far in excess of their value. Capitalists will not be likely to purchase without investigating the properties they may acquire through their agents on the ground, but the small investors will suffer, and the money paid by them will be as good as thrown away.

Although I have not been allowed more than three or four hours' sleep between retiring and being awakened by the mob around the door of the office for several days in succession, I cannot close this without adding a few remarks. * * *

Re the question of raising a revenue. I endorse the suggestion of Mr. Constantine in his last year's report, which recommends the adoption of the British Columbia law stipulating that every person holding any interest whatever in mines, either as a prospector, labourer, owner or original locator, should pay an annual fee and possess a miner's certificate. Ten dollars (\$10) for such a certificate would be a small fee here, as it would not represent one day's wages. At least ten thousand would be taken out next summer, which at \$10 would bring in a revenue of \$100,000, or more than I have collected since my arrival here six months ago. The entrance fee and renewal

fees might still remain at \$15 as before, and I think fully as large a revenue could be collected in that way. * * *

Several applications have been filed asking for larger grants on streams such as the Klondike and Indian creeks, also McQuesten river which joins the Stewart about one hundred miles up from the Yukon. There should be some provision made for acquiring sufficient ground direct from the government to justify the expenditure which is imperative if the gold is to be taken from those places where ordinary mining would not pay expenses. There are many localities which could be worked to advantage by expending sufficient capital for machinery. If the law were so amended as to admit of the location of reserves for mining by machinery on a basis of one thousand feet for each individual of the company actively engaged in carrying on mining operations, I think it would be an improvement on the present method of acquiring such rights, viz.: by getting a number of men to stake the tract selected, put the claims on record and then transfer them to the persons who had selected the ground.

I will when time permits write at greater length on these subjects. At present my time is more than occupied and as Dr. Wills who will take this out leaves in the morning and it is now 1 a.m. and I have several more letters to write, there is not time to transcribe nor copy this communication and I have to apologize for sending it in its present form.

I have the honour to be, sir,
Your obedient servant,

THOS. FAWCETT, D.T.S.,
Gold Commissioner.

ABSTRACT showing totals of office receipts and disbursements from the 15th June until the 30th November, 1897.

Receipts.	£	cts.	Disbursements.	£	cts.
2,660 new claims at \$15.	39,900	00	Sent out by Mr. Ogilvie.	4,876	00
Renewals	33,404	94	Draft on N.A.T. Co., No. 4.	25,000	00
Receipts from Timber dues.	7,167	50	do do 81.	30,000	00
do Transfers.	2,512	00	do do 104.	27,191	56
do Dom. Land Surveys, &c.	3,383	00	do do 500.	112	38
do Quartz claims.	160	00			
Special account for registration of other than Mining Claims.	652	50			
	87,179	94		87,179	94

Department of the Interior.

YUKON DISTRICT.

NUMBER of full claims and fractions recorded up to the 27th day of November, 1897.

Name of River, Creek or Gulch.	NUMBER OF CLAIMS.		Remarks.
	Above Discovery.	Below Discovery.	
Adams creek.....	48	.....	Runs into Bonanza creek.
Alki creek.....	3	.....	do Klondike river.
All Gold creek.....	31	62	do Klondike river.
Fractions.....	1	5	
Bear creek.....	28	20	do Klondike river.
Fractions.....	1	10	
Bird creek.....	11	.....	do Ophir creek.
Bonanza creek.....	110	114	do Klondike river.
Fractions.....	25	10	
Bench.....	13	78	
Boulder creek.....	39	.....	do Bonanza creek.
Fraction.....	1	.....
Bryant creek.....	35	11	do the Yukon river.
Byrne creek.....	3	.....	do Boulder creek.
Calder creek.....	55	.....	do Quartz creek.
Campbell creek.....	9	.....	do Boulder creek.
Cañon creek.....	22	15	do Quartz creek.
Cariboo creek.....	25	.....	do Dominion creek.
Carmack fork.....	30	.....	do Bonanza creek.
Fractions.....	2	.....
Chief creek.....	17	.....	do Eldorado creek.
Deadwood creek.....	54	29	do the Yukon river.
Fractions.....	2	3	
Dion creek.....	21	20	do the Yukon river.
Dominion creek.....	44	91	do Indian river.
Fractions.....	3	16	
Eldorado creek.....	77	.....	do Bonanza creek.
Fractions.....	29	.....
Bench.....	65	.....
Eureka creek.....	51	42	do Indian river.
Examiner creek.....	3	.....	do Bonanza creek.
Fortymile river.....	2	3	
Fortynine gulch.....	23	.....	do Bonanza creek.
Fox creek.....	4	1	
French creek.....	48	.....	do Eldorado creek.
Fractions.....	11	.....
Friday creek.....	7	.....	do Sulphur creek.
Gauvin creek.....	8	.....	do Bonanza creek.
Gay creek.....	17	.....	do Eldorado creek.
Fraction.....	1	.....
Bench.....	1	.....
Glacier creek.....	1	.....
Glacier creek.....	28	33	do Sixtymile river.
Goldbottom creek.....	16	44	do Hunker creek.
Fractions.....	8	10	
Golden Gate creek.....	8	.....	do Henderson creek.
Green creek.....	5	.....	do Sulphur creek.
Harris creek.....	4	.....	do Ophir creek.
Henderson creek.....	102	56	do the Yukon river.
Fractions.....	22	2	
Hester creek.....	22	.....	do Hunker creek.
Homestake creek.....	20	.....	do Bonanza creek.
Hunker creek.....	62	106	do Klondike river.
Fractions.....	9	31	
Bench.....	.....	1	
Irish creek.....	15	.....	do Eldorado creek.
Fraction.....	1	.....
Klondike river.....	24	27	do the Yukon river.
Last Chance creek.....	49	13	do Hunker creek.
Fractions.....	3	2	
Lindon creek.....	11	.....	do Bear creek.

NUMBER of full claims and fractions recorded up to the 27th of November,
1897.—*Concluded.*

Name of River, Creek or Gulch.	NUMBER OF CLAIMS.		Remarks.
	Above Discovery.	Below Discovery.	
Little Blanche creek.....	59		Runs into Quartz creek.
Fraction.....	1		
Little Jem creek.....	2		do Hunker creek.
Lombard creek.....	14		do Dominion creek.
Lucky creek.....	16		do All Gold creek.
Fraction.....	1		
Mackay creek.....	10		do Bonanza creek.
Magnet creek.....	1		do do
Meadow creek.....	18		do Sulphur creek.
Miller creek.....	8	35	do Sixtymile river.
Mint creek.....	4		do Hunker creek.
Montana creek.....	35	8	do the Yukon river.
Fraction.....	1		
Monte Christo creek.....	4		
Mooseskin creek.....	145	12	do do
Fractions.....	2		
Mosquito creek.....	10		do Bonanza creek.
Fraction.....	1		
Ninemile creek.....	1	10	do Indian river.
Nugget creek.....	24		do Eldorado creek.
Fractions.....	2		
O'Neil creek.....	10		do Bonanza creek.
Fractions.....	2		
Ophir creek.....	59	35	do Indian river.
Pure Gold creek.....	13		do Bonanza creek.
Quartz creek.....	16	57	do Indian river.
Queen creek.....	13		do Bonanza creek.
Quigley creek.....	19		do Klondike river.
Quinn creek.....	4		do Sulphur creek.
Ready Bullion creek.....	19		do Bonanza creek.
Sixtymile river.....	9		do the Yukon river.
Skookum creek.....	15		do Bonanza creek.
Fractions.....	2		
Bench.....	44		
Soda creek.....	10		do Goldbottom creek.
Star creek.....	1		do Hunker creek.
Sulphur creek.....	65	74	do Indian river.
Fractions.....	8	15	
Thomas creek.....	2		do Klondike river.
Toomuchgold creek.....	35		do do
Victoria creek.....	21		do Bonanza creek.
Fractions.....	4		
Total above Discovery.....	2,090		
Total below Discovery.....		1,092	
Grand total.....		3,182	

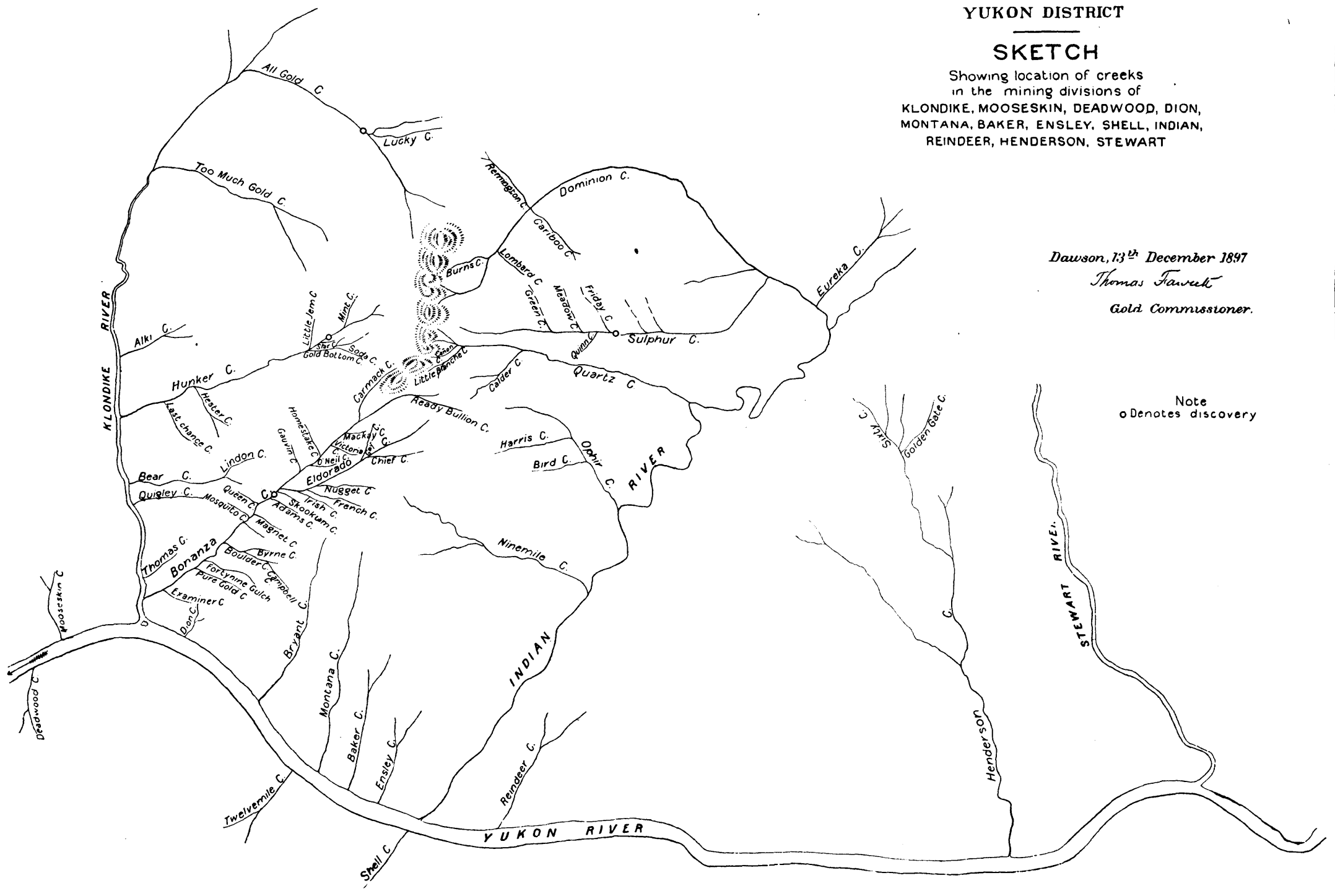
YUKON DISTRICT

SKETCH

Showing location of creeks
in the mining divisions of
KLONDIKE, MOOSESKIN, DEADWOOD, DION,
MONTANA, BAKER, ENSLEY, SHELL, INDIAN,
REINDEER, HENDERSON, STEWART

Dawson, 13th December 1897
Thomas Fawcett
Gold Commissioner.

Note
o Denotes discovery



Department of the Interior.

DAWSON, 19th January, 1898.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

Messrs. T. O'Brien and Stewart Menzies start to-morrow for Juneau ; and, as they have the best equipment which the country affords for rapid transit, they expect to make salt water in less than three weeks and reach San Francisco within a month. Mr. O'Brien goes from there to Ottawa. The stampede to record claims still keeps up on the office. Our certificate number has now reached 5,090, and we are recording on an average over 50 per day. We have used the foolscap paper I brought in with me for keeping records on, and have used the last of the stock to-day. There is none to be had in town, and we will have to use the thin paper such as I am writing on. The office falls in for a great deal of blame because the people cannot get in to record as fast as they want to ; and we are put to a great deal of trouble through the continual jumping of claims and fraudulent work going on in town, in regard to which it seems impossible to get any definite evidence. Whenever a new creek is reported, some person or persons stake claims and sell them, or the information, to persons who come into the office and take the oath, after being subjected to a very strict examination in regard to their having staked the claims themselves. We have nearly protests enough to keep us engaged for a full month doing nothing else but investigating these matters. One difficulty we are continually met with is that of the parties settling the case between themselves without bringing it up for trial. I expect to be able to cancel a number of claims, also the right to hold mining property, of a number of those who have been doing crooked work, through information which has been filed by persons who, I think, will back it up when the time comes. One of the most serious things which has been reported is that of a party who went up from Dawson to Henderson, cut the names and numbers of several claims which had previously been recorded, put on other names and numbers corresponding to claims further up the river which had not been recorded, and came and recorded the claims under these new numbers. Whether the parties will meet and arrange this matter before the time appointed for hearing it remains to be seen. The way I have managed these things so far has been to take the information, appoint a time for holding court, write out a notice to the party against whom the protest has been entered, and leave it to the man who has entered the protest to serve the summons or to see that the notice is served by some one before witnesses. It frequently happens that the person cannot be found, and I am afraid that many of the entries are made under fictitious names. If the plaintiffs in connection with the case above cited fail to follow up their information by appearing at the time appointed, about the only thing I can do will be to cancel all the entries on that part of the creek. We have heard on several occasions that those who were engineering this crooked business had laid their plans so skilfully that they would never be detected.

The worst schemers arrived in the fall. During the summer things were not so bad, when the miners were in the majority. . . .
Mr. Gibbon is on Eldorado surveying quartz claims.

I have the honour to be, sir,
Your obedient servant,

THOMAS FAWCETT, D.T.S.,
Gold Commissioner.

No. 18.

REPORT OF JAS. GIBBON, D.L.S.,

SURVEYS IN YUKON DISTRICT.

DAWSON, 14th December, 1897.

THOS. FAWCETT, Esq.,
Gold Commissioner,
Dawson, Yukon District.

SIR,—I have the honour to submit the following report to you regarding my survey work of the past season in the Yukon district, North-west Territories.

On 23rd April I received my notice of appointment from the Surveyor-General and instructions to accompany you to the Yukon district as assistant, and act as a Dominion land surveyor under your instructions in carrying on the necessary surveys.

On completion of arrangements for a term of two years in the far distant north, I joined you and the rest of the party on the 11th of May at Victoria, British Columbia, whence we sailed with supplies and outfits by steamer "City of Topeka" on the morning of the 15th, arriving at Juneau, Alaska, during the night of the 18th. Having two days delay here, and as this is the last outfitting point before reaching the interior, we added the last items to our packs and sailed for Dyea by the small steamer "Rustler" on the 21st. We reached the head of the inlet on the morning of the 22nd, but could not land on account of high wind until evening, whereupon we immediately went into camp near the mouth of the river, putting the supplies ashore with our canoes, of which we had two, eighteen and a half and seventeen feet long respectively. We remained one day in camp here assorting the outfits in readiness for packing over the summit, and bargained with some white packers to deliver our supplies at the summit for ten cents per pound, ourselves undertaking to forward the instruments and personal outfits, as the number of delicate instruments we had, needed careful handling.

We broke camp on the morning of the 24th, and with loaded canoes, tracked up Dyea river as far as canoe navigation extends, about five miles. From this point the pack-straps had to be brought into use in conveying the instruments and canoes up the steep ascent, the supplies being packed by horses to the snow line, and from there to the summit by white packers.

Owing to our supplies not being forwarded in the time arranged for, we did not receive them on the summit until the 31st, when the packers were immediately paid off. Sleighs were then brought into requisition, and in two days with our own party we landed all our supplies and outfits at the head of the cañon, about one and a half miles from Lake Lindeman.

From here you decided to push on as far as possible, knowing that your presence was urgently needed, as gold commissioner, in adjusting the claims and in looking after the interests of the government in the rich gold fields of the interior.

Taking the largest canoe and necessary outfit, and accompanied by one of the party you left us on the 3rd of June, myself going with you as far as Lake Bennett to complete arrangements for procuring our boat at the saw-mill. Returning to camp, I immediately commenced packing supplies and outfit down to Lake Lindeman, landing with the last pack on the 7th. There some delay occurred on account of high winds and rain making the water too rough for a small canoe, but finally we reached the foot of the lake on the 9th and finished packing over the portage to the head of Lake Bennett on the 10th. On the following day we procured our boat, and on the morning of the 12th with canoe and boat loaded to their full capacity, started across Lake Bennett with a fair wind, passing Windy Arm safely towards evening in the lull of the wind, and camping for the night

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near the foot of Tagish lake. We were now fairly started on our journey, and decided to push on with as little delay as possible. We reached the head of Miles cañon on the evening of the 14th, passing many travellers by the way. After dropping into an eddy above the cañon on the right bank, we lightened our boat about one-third and ran her through safely to an eddy below. While here many boats were run through without accident, except one that had not been lightened of any of her load. She filled and upset and her two occupants lost everything and came very near being drowned. There is a good portage of about half a mile past this point on the right bank ; while the rapid is not considered dangerous for good boats under careful management, still if heavily loaded it is safer to lighten before running it.

Reloading again, one mile and a half of very rapid and somewhat dangerous water finds us at the head of the White Horse rapids, keeping to the left bank all the way, and dropping into an eddy near a long point. Many boats have passed through this dangerous rapid safely ; many also have met with accidents. The usual and safest plan is to drop your boat down along the left bank into the lower eddy, having then only a short portage of one hundred feet or more, and running the boat over on skids.

Twenty-eight miles from the White Horse brings us to Lake Labarge, thirty-two miles long, where we met with some high head wind, and were consequently delayed. Leaving Lake Labarge, there is a run of thirty-one miles of water somewhat dangerous to the unwary on account of many boulders in the rapid stretches.

On nearing the mouth of the Teslin river, the colour and quantity of water suddenly changed, owing to the spring flood coming down that stream, bringing great quantities of debris and driftwood, and filling the banks of the Yukon to overflowing, and carrying us even more rapidly on towards the Fivefinger rapids, a distance of one hundred and twenty-nine miles.

Nearing these rapids we kept to the right hand bank, dropping into the eddy just above the dip where one can safely land and gain a vantage ground for better observation before running. Returning to the boat we took the right hand passage, going through safely, and sped on towards Rink rapids, hugging the right shore, the rapids being smooth on that side and perfectly safe.

Being now past all serious obstructions, we reached Selkirk on the afternoon of June the 22nd. There I received your letter of the 12th, requesting me to stop on the way down and make some surveys that were required at this point, and also some near the mouth of Stewart river, Mr. Ogilvie, D.L.S., and party having met you on his way up, and arranged with you that I should make them. I also received a letter from Mr. Ogilvie with information regarding completion of surveys and sketches showing starting points and the work he had done.

Consequently I pitched camp and commenced the survey on the following morning, using Mr. Ogilvie's line as a base, he having already established and measured a traverse line along the river front, and planted corner posts of the respective blocks of land applied for. I started from said posts and marked the remaining boundaries of the blocks, running side lines at right angles to the base line and back far enough to contain the required areas, namely, a government reserve forty acres ; Arthur Harper's application, six hundred and forty acres, and Joseph Ladue's application, four hundred and eighty acres, all adjoining each other, and the reserve being the most easterly and farthest up the river. I also laid out a block applied for by one Donald McDonald, containing six hundred and forty acres, inclosing a small lake and meadow land, distant about one mile west of Joseph Ladue's location of four hundred and eighty acres. I connected the survey of this block with the survey of the block on the river front by triangulation, making the boundaries, meridians and parallels. The flat containing these blocks extends some miles up the river and about one mile back, but runs out at a bluff about one and a half or two miles down stream. The remainder of this flat to the west of Ladue's location has since been applied for.

The soil is of a light sandy and gravelly nature, with gravel subsoil, inclined to be rather too dry for rapid or luxuriant vegetation, although a limited number of stock could find plenty of good feed, as fire has cleared most of the underbrush and timber off. The government reserve contains scarcely any timber, only a few scattered pitch pine and poplar, but is high and dry, and good ground for building purposes.

Plenty of good building timber can be got a short distance up in the vicinity of the mouth of Pelly river. Harper's and Ladue's locations, which extend back and up the side hill some distance, contain some clumps of good sized spruce in the flat bordering the hill back from the river, but of small extent. The soil on the side hill is of much better quality than that of the flat, being more of a clay loam, and where the slopes are not too steep the land would be suitable for agricultural purposes. The valley containing the lake and meadow trends north-westerly and south-easterly, and is some three miles or more in length, leaving a good deal of meadow land still outside the surveyed location; but the valley is narrow, not over fifteen chains in width.

Old Fort Selkirk is occupied by a trading post owned by Harper and Ladue; also an English church mission is established there and a few Indian houses. The agent in charge informed me that potatoes and other vegetables have been grown with fairly good success. He had this season quite a number of cabbage and potato plants that were looking well; but he had to nurse them carefully at the start to save them from frosts at night.

Some very hot days were experienced here, a metallic thermometer showing as high as 90° in the shade. This excessive heat, together with the numerous flies that abound in these districts, made work anything but pleasant on the line.

Having finished the work here on Saturday, 3rd July, we started on 5th July for Stewart river, about one hundred and five miles farther down the Yukon, reaching a point about three-quarters of a mile above the mouth of the Stewart river, early the following day.

Just after getting camp pitched a violent thunder storm arose and hailstones fully half an inch in diameter fell thick and fast. The following morning I started a survey from this point, as indicated by Mr. Ogilvie's sketch, by running a traverse line along the general course of the river towards the mouth of the Stewart, forty chains in length, and then running side lines at right angles far enough back to inclose one hundred and sixty acres. There is some good spruce bordering the river, but the timber is generally small and scattered. The land is low and swampy and covered with a thick coat of moss, and frost was found about one foot and a half from the surface. There is a strip of about thirty chains wide left between this block and Stewart river, containing probably about one hundred and thirty acres, and having some good timber and good soil. On 10th July I finished this survey and moved down stream about three miles, where three other locations had been applied for on the right bank of the Yukon, including a government reservation of forty acres; Stewart Menzie's location, one hundred and sixty acres, and Jas. M. Wilson's location, one hundred and sixty acres, all adjoining each other, with Menzie's and the government reserve fronting on an island. The lower end of this island was to be the starting point, as shown by Mr. Ogilvie's sketch, then along the island on a general course forty chains, with side lines at right angles, inclosing one hundred and sixty acres, the government reserve on the upper side and Jas. M. Wilson's location adjoining on the lower side. I accordingly marked out the boundaries of the blocks, giving to each the area required as nearly as possible.

The reservation is cut by a back channel, leaving thirty-three acres on the island and seven acres and eighty-five hundredths on the mainland. This channel also cuts Menzie's location into two portions, leaving Wilson's location with only two sides not bordering on the river. The government reservation has a quantity of good building timber on it, with dry soil of good quality. The back portions of Menzie's and Wilson's locations are swampy, with scattered and scrubby timber, but bordering on the river there is plenty of good spruce and a dry soil.

Having finished the survey of the required locations and being entirely out of provisions, I did not remain to connect this survey with that of the block above the mouth of the Stewart river by traverse, as it would have taken a few days, and I thought it likely I should have a chance later on to complete it. So on Saturday, 17th July, we started down stream for Dawson, some sixty-six miles, and arrived in the evening at our destination, where you were anxiously expecting me, as office work and demands for surveys were crowding in.

On 19th July I commenced the survey of Stewart Menzie's and A. L. Day's locations of 40 acres each, adjoining the government reserve and the town site of Dawson,

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and on the 21st began laying out Ladue's and Harper's locations into town lots. Mr. Ogilvie had already laid off some streets and lots, making the lots 100 feet by 50, with streets 50 feet wide at right angles to the river, and avenues 66 feet wide running parallel to the river. I continued the survey on the same projected plan, staking off the flat into 655 lots, completing this portion of the town site 9th August.

On the 27th of July I found it necessary to discharge one of my party, and on the 30th another became dissatisfied and left of his own accord, giving as an excuse "too hard work." But no doubt the mining excitement and high rate of wages obtained for labour was the real cause.

On 10th August I commenced the survey of F. Atkin's location of $14\frac{3}{10}$ acres. This was divided into town lots, his agent supplying me with three extra men. The R. C. mission occupies two acres on the lower end of this property, on which the hospital is built. A valuable spring flows out of the side hill bordering the mission property, and in order to reserve it for the use of the public I projected my plan so as to place it on a street. The lots are 60 feet by 50, with streets and avenues corresponding to those already laid out on the adjoining property. I staked out the remainder into 103 lots.

Outside of these surveys there is still some land available for building purposes, on which a large number of cabins have been built. In fact it forms the residential portion of Dawson, the survey of which will probably have to be irregular in shape to accommodate itself to the varied locations of the houses.

On 17th August I commenced the survey of A. L. Day's location, or that portion suitable for town lots, by running the streets at right angles and parallel to the outlines of the government reserve, leaving a street 66 feet wide fronting on the Klondike river and making the other streets fifty feet wide. Staking in all one hundred and twenty-five lots, one hundred feet by fifty feet. Completed survey of plot on 21st August. Having a number of disputes, between gulch claims and bench claims, submitted to you for settlement, you requested me to accompany you up the creeks and help to adjust them on the ground. Returning August 23rd, the season being now pretty well advanced, and cold weather approaching, you thought it advisable for me to quit surveying for the present and commence erecting winter quarters. The logs being already collected, with the assistance of one man and what time you could occasionally give yourself from office duties, I immediately began erecting a cabin twenty feet by twenty-five inside. Later on two other men were employed to take the place of the two that had left, dividing their time between helping to build and collecting wood, until it became necessary for them to leave on the 12th of October for Fort Yukon, provisions being too scarce to keep them any longer. Building operations were completed on the 14th October, and none too soon, as winter had already set in. The weather not being suitable for out door work, and your son Hermon, my only man, having cut his foot, I remained in for some days making sketches and copying notes of surveys made at Selkirk and Stewart river, on the way down, and on the 27th resumed work by commencing the survey of Napoleon Duprat's location for one hundred and sixty acres near the mouth of Bonanza creek, and also the survey of an island applied for by Mr. Ging, adjoining, and above the mouth of a creek in the Klondike river. After finishing the field work of these surveys 6th November, I remained in doors completing sketches and field notes, and also started to plot the map of the town site, which at this date is nearly finished as far as the survey is made.

From the 13th to the 16th I was employed by Dr. Wills making an exploration of a quartz ledge, and on the 24th started to survey the mouth of the Klondike river and also to connect surveys near mouth of Bonanza creek with that of the town.

After three days work I had to quit for a few days on account of the intense cold and fog. The thermometer registered as low as 47° below zero on the 1st December; but it felt much colder on account of the dampness and fog that was arising from the open stretches of water in the Yukon. On the cold moderating I completed the traverse connecting the two surveys by the 7th December. This completes the surveys up to date; but there are still many applications in, waiting to be attended to, which will necessarily have to be laid over till late in winter or early spring on account of the short days and extreme cold of the present and approaching months. Surveying operations

are carried on with difficulty in this district under the existing conditions of inaccessibility, high rate of wages for labour, and scarcity of provisions. In summer the creeks are almost inaccessible owing to the difficulty and expense of forwarding enough supplies to last a party sufficient time to accomplish any work. In winter the short days and intense cold and, as at present, the scarcity of supplies and want of men prevent any extended explorations being undertaken, though surveys of the creeks are badly needed.

These difficulties all handicap the surveyor in his duties and prevent him from accomplishing as much and as cheaply as in the more favoured parts of our country, and should be especially considered when projecting surveys for this district.

The natural resources of the Yukon valley in the shape of agricultural and timber lands, so far as my observations go, are limited. Good grass lands are reported in vicinity of the upper lakes, suitable for grazing and hay purposes. As far as Lake Labarge the timber is small and scattered, and the general appearance of the mountain sides is that of smooth grassy slopes, having very few rock exposures. At the foot of Lake Labarge, timber for boat building purposes can be obtained of fair size, and from there down the numerous islands and adjacent banks will produce a large quantity of marketable timber for building and mining purposes. But, from present appearances, a few years will soon strip it off, as not only the axe but fire has already begun to put in its deadly work through the carelessness of campers, and on the creeks where mines are worked the timber is fast disappearing, as so much wood is used in burning out shafts to drift from and in sinking prospect holes; the whole country being so thoroughly covered with moss that you find frost everywhere within a few inches of the surface.

I have the honour to be, sir,
Your obedient servant,

JAMES GIBBON, D.L.S.

Department of the Interior.

No. 19.

REPORT OF A. ST. CYR, D.L.S.

EXPLORATION OF THE COUNTRY BETWEEN THE STIKINE RIVER AND THE MOUTH OF THE TESLIN RIVER.

OTTAWA, 1st February, 1898.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit my report of the exploration of the country between the head of navigation on the Stikine river and the mouth of Teslin river.

In this connection I have to state that through circumstances over which I had no control, part of my notes on the explored country and all other data collected during the summer, were left at Telegraph Creek along with all my surveying instruments, and are presumably still there. Though I have tried every possible means since my arrival in Ottawa, I have not been able so far to obtain a satisfactory reply to my constant enquiries about them.

The primary object of this exploration was to find out if a pack-trail, or better still, a wagon road which would meet the requirements of the ever increasing traffic with the Yukon district could be built with a reasonable expenditure.

On 8th May, on receipt of your telegram, I left Golden, B.C., where I had just returned from a subdivision survey in the vicinity, and proceeded to Victoria, B.C., where the necessary instructions concerning the exploration were to be forwarded. They did not reach me until 14th May, just one day before the sailing of the steamer for Wrangell, where I was supposed to wait for the Hudson's Bay Company's boat "Caledonia," bound for Telegraph Creek on the Stikine. Though I had only twelve hours at my disposal, I managed to get nearly everything in readiness before the sailing of the steamer.

I am greatly indebted to Mr. Tom Kains, Surveyor-General for British Columbia, for the useful information and the timely suggestions offered to me during my stay in Victoria. He spared neither time nor pains to help me in every possible way.

I left Victoria on 15th May, arriving in Wrangell three days later.

In the afternoon of 21st May, the "Caledonia" arrived. She had left Port Simpson on the previous day, covering the 160 miles of distance between that place and Wrangell in thirteen hours, which is a remarkably good performance for a stern-wheel river boat. She was bound with a large cargo for Telegraph Creek, some 137 miles up the Stikine river.

Having been informed that Chief Factor Hall of the Hudson's Bay Company was on board, on his annual visit to the different posts of the company in the Cassiar district, I called upon him and expressed my desire to go up the river with him. He soon had everything arranged for taking my outfit on the steamer, and during the trip up the river made things as comfortable as possible for myself and party.

As it rained without interruption every day while we were waiting for the steamer at Wrangell, we were anxious for a change of locality knowing well by experience that as soon as we left the coast range behind, we should again enjoy the more genial climate of the interior.

The captain of the steamer having informed me that in order to take advantage of the high tide he intended to leave very early the next day, we all went on board and

slept on the steamer that night. The next morning at day-break we left Wrangell with the rising tide which, by the time we had reached Point Rothsay at the mouth of the Stikine river, was in full flow, an indispensable condition for a successful passage over the numerous shoals at the mouth of the river. For eight miles or so the steamer had to make its way through narrow and intricate channels winding among the numerous bars and low islands, after which we entered the Stikine proper.

From here on, the river flows through a valley whose general trend is east and west for a distance of fifteen miles or so. A few miles further the coast range is crossed, after which the valley takes a northerly trend which it keeps till Grand rapids is reached, a distance of nearly sixty-five miles; it then turns to the north-east for thirty miles more.

The total distance between the mouth of the Stikine and Telegraph Creek following the windings of the river is 137 miles.

The Stikine river is a considerable stream often divided into channels by large islands which are mostly covered with poplar, cotton wood, spruce and birch.

Between the coast and Telegraph Creek the Stikine receives several large tributaries; the largest being the Iskut river, on the eastern side; the principal one on the opposite side is the Clearwater river which heads in the same glaciers as the south branch of the Taku river.

The Stikine river and the country adjacent to it have been described so minutely by Dr. G. M. Dawson who ascended it in the summer of 1887 that I need not say anything more about it.

As the captain would not run the risk of navigating in the dark at this season, the steamer always laid up at night. For that reason we did not reach Telegraph Creek where I was to procure the necessary pack animals to carry my outfit to Teslin lake before 24th May. The river was just rising for the first time in the season and though the flood in June is not quite so great in volume as it is in July and August, still the current was very strong and in some places where sharp bends occurred, lines had to be taken ashore, made fast to stout trees and the capstan brought into requisition to overcome the obstacle.

On the trip I noticed that this river was remarkably free of drift wood and floating trees which come down in great quantities on some streams during the period of high water and are a constant source of annoyance to the pilots and real danger to stern-wheel steamers.

Most of the swift places met with in the early trips of a season improve and sometimes disappear as the water becomes higher.

Last summer the "Caledonia" entered the Stikine river on the 22nd May, running up the cañons on the following day. On the present trip we passed the mouth of the Clearwater river on 24th May. The "Alaskan" which also plies on this stream is a much smaller boat and of poor design. At this date she had already made two round trips from Wrangell to Telegraph Creek. Dr. Dawson, on the authority of J. C. Callbreath, states that the Stikine opens for navigation between 20th April and 1st May.

On September 26th, the day I left Telegraph Creek for my second trip to Teslin lake, the Alaskan started down the Stikine on its way to Wrangell and I have been informed that she made two more trips since.

From all the information which I have been able to collect on this most important subject, I am inclined to believe that under ordinary circumstances and with properly built steamers, the Stikine is navigable from the first week in May up to the middle of October, but it is known to have been open as late as the end of November. The boats for this river should have very powerful engines, a light draft and not be much over one hundred feet long in order to pass at all stages of water.

When about one mile above Glenora, my attention was drawn by the captain to a serious obstruction in the river which could be easily removed in winter at a small cost: it is a narrow ledge of rock about one hundred feet long and six feet high which projects from the left bank and almost meets a gravel bar extending from the opposite shore: its removal would greatly improve navigation above Glenora especially in May or late in the fall when the water is low.

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On my arrival at Telegraph Creek on 25th May, Mr. H. Hall kindly offered to procure a sufficient number of horses to carry my outfit to Teslin lake, informing me at the same time that a few days would certainly elapse before the pack animals which had been landed from the steamer only the day before and allowed their freedom in the vicinity of Glenora to regain their strength, could be brought back to Telegraph Creek. As these animals had been shipped by steamer all the way from Portland, Oregon, it would not have been safe to undertake with them a two hundred mile trip with heavy loads over a country where no roads worth that name exist and where boggy and marshy spots are frequent. With the obstacles which we might naturally expect over such a rough country the horses could only carry light loads. So I had to take a few head more than were allowed in my instructions, but the original price asked (\$2 per head) having been reduced to \$1.50 a day, I was enabled to increase my pack-train without exceeding the allowance. Considering the great demand there was for pack animals at that time, the offer was thought a fair one and accepted. Two of my men were at once put to work at sorting our supplies in packs of convenient size and weight.

In the meantime, the other one accompanied me on my exploration in the vicinity of Telegraph Creek, and in the adjacent passes opening towards the north. On these explorations, as on all others carried on during the summer and the fall, the bearings of the prominent features of the country were taken with a prismatic compass, the distances being measured by a pedometer or by pacing, allowing so many paces to a mile. The altitude of the mountains and hills not ascended was measured with a clinometer furnished by the department; whilst the altitude of the different divides and of the lakes and the streams where crossed was deduced by comparison between simultaneous barometer readings. Two barometers at least were required to obtain fair results; I had one belonging to myself, and I had, during my stay in Victoria, bought another one. A comparison having been made between the two instruments, one barometer and a thermometer were left at Telegraph Creek with Mr. John Hyland. This gentleman was shown how to read the instruments, and, during the whole season, took and recorded them at regular intervals of two hours.

Telegraph Creek village, which occupies a narrow bench near the confluence of the stream of the same name with the Stikine river, is a small village which used to be visited at frequent intervals by the neighbouring Indian tribes, who, on these occasions, brought down furs and different articles of their own manufacture, receiving in exchange fire-arms, ammunition, traps, fishing nets, and other articles. Having had constant intercourse with the whites since the gold excitement of 1865, they have adopted many of their ways, dressing like them, and living in comfortable houses. They can be trusted to a certain extent; and it is not unusual when travelling in this country to meet large pack-trains in charge of Indian packers only.

During the winter time, when the white population has returned to civilization, the village is nearly deserted; but at the opening of navigation, when communications are restored with the outer world, and the miners begin to arrive on their way to their various mining camps of the Cassiar district, it becomes a place full of life. It possesses two stores where supplies of every description can be procured at a reasonable price. It was up to last year the distributing point for the Cassiar district, where placer mining is still being extensively carried on. Should the Stikine-Teslin route be opened, it will give a new impetus to the place, which will no doubt become an important centre unless Glenora, some twelve miles further down the river, is adopted as the terminus of the line.

TELEGRAPH CREEK TO EGNELLE POST.

While waiting to complete my outfit I made a thorough examination of the country between Telegraph creek and the Tahltan river. At first the country in the vicinity of the Stikine river was examined by following for that purpose the right bank of that stream. In leaving the village we ascend by a tortuous path the steep slope of a terrace 450 feet above the level of the river. This terrace begins some distance in the valley of Telegraph creek and runs along the foot of the mountains which bound the valley of the Stikine on the west, and with but two interruptions, continues to within a short distance of the bridge spanning the Tahltan river one quarter of a mile above its

confluence with the Stikine. This terrace is partly timbered with pine and poplar groves interspersed with prairie patches. In some places it is fully a mile wide. High hills, some bare, others timbered, limit it on the west side, while on the east its surface falls abruptly to the water's edge uncovering in several spots sharp rocky projections forming escarpments which often impinge on the bed of the river and contract the stream, causing those gorges or cañons which render the river unfit for navigation above Telegraph Creek.

Gold washing was attempted here in the early days as is indicated by the numerous ditches dug on the benches, but was evidently abandoned for more profitable ground. This bench is furrowed at frequent intervals by wide and deep ravines with very abrupt slopes. Between Telegraph Creek and Tahltan Indian village, I counted no less than seven ravines varying in depth from 50 to 250 feet and some over 800 feet wide. I also noticed two places where rocky spurs from the mountains projected through the bench. The distance across the face of one of those cliffs is fully one-eighth of a mile; the other one is only about one hundred yards. As these obstacles cannot possibly be avoided, rock excavation would be necessary. They occur about two miles before reaching Tahltan Indian village.

This village is built on an elevation at the entrance to a small valley and is surrounded by poplar woods. A cool, clear spring furnishes the water necessary to its inhabitants who number about fifty. They live in well built and commodious houses, disposed regularly in two rooms which are separated by a wide alley closed at one end by the council house. In this house just before starting for their fall hunt, the hunters assemble and for several days and nights indulge in their customary songs and dances ending with the usual high living.

A mile beyond the village we came in sight of the Tahltan River valley. As we stood at the edge of a bank fully four hundred and fifty feet above the bottom of the valley, the landscape presented to the view was so grand as not to be forgotten for a long time. At our feet rushed the foaming waters of the river as it emerged from a cañon nearly three miles long. To our right a glimpse of the Great Cañon of the Stikine with its perpendicular wall of dark brown basaltic rock; on our left, two sharp knobs of the same rock with precipitous sides descending to the water's edge.

Judging from the number of Indian graves, old and new, built around here, this place seems to be one of particular interest to the Indians. A wilder spot could certainly not be found for miles around. Their respect for the dead is shown in a non-equivocal manner by their mode of burial. An isolated and high spot is selected as a last resting place for the deceased. Over his grave a cabin built with more than ordinary care is erected. It is six feet square, about five feet high and has two opposite windows, the object of which I could not ascertain. The logs used in the construction of the cabin are squared and carefully planed on the outside, which is always painted either plain white or in variegated colours, blue, red and green predominating. A solid and flat roof is put over the structure, the whole thing being crowned with a trunk containing all the worldly goods of the deceased.

Although badly impressed with that section of the country as a suitable one for the location of a wagon road, I retraced my steps as far as the village to enter and examine a low valley leading in a northerly direction. For a short distance from the village the country along this valley was found to be fairly level and lightly timbered with small pines and poplars. A few small meadows which I passed on the way can easily be avoided by keeping close to the foot of adjacent low and sandy hills.

We shortly after came to a narrow gap between the mountain range parallel to the Stikine and the high rocky bluffs along the right bank of the Tahltan River. These bluffs form the south wall of Tahltan cañon, which ends a short distance above the government bridge.

Half a mile further we crossed the divide at an altitude of 1,370 feet above sea level, after which we began the descent towards the valley of Tahltan river. For another mile we travelled over a wooded bench sloping gently to the north, after which the surface breaks suddenly into sandstone ledges and drops so suddenly towards the river that here again I was forced to the conclusion that it would require very heavy work to make a road with a grade suitable for heavy traffic.

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The country on the north side of the river did not present a better appearance. High and steep cut-banks rose from the water's edge and further back were very high and rough hills.

Here the river suddenly contracts to not more than fifty feet. The bed of the stream is full of large boulders which break the force of the current, and this spot has sometimes been used as a ford, but only late in the fall when the river is very low.

The Tahltan Indians have established here a fishing station where they dry salmon for winter use. A short distance above these narrows the river widens again, the banks on the north side being formed by beds of sandstone. The shores were strewn with very friable lignite coal; judging from the large size and preservation of the pieces it could not have come from a great distance.

This is undoubtedly the place mentioned in Choquette and Sarel's memorandum as affording the best crossing over the Tahltan river. It is true that a bridge could at a very small cost be thrown over this narrow part of the river, but the grade to reach it would be too steep for heavily loaded wagons.

Satisfied that a cheap and practicable road for heavy traffic could not possibly be built through this section of the country, I returned to Telegraph Creek, where I arrived on 30th May. During my absence good progress had been made with the preparations for the Teslin lake trip. The food supplies had been divided in one hundred pound packages, and were stacked ready to load. Seven horses had been picked and were being shod. There only remained to fit the aparejos to each horse. This is a very important matter and requires an experienced hand, for the rate of travel depends in a great measure on a proper fitting. The aparejos are very different from the pack saddles used on surveys in the Rocky Mountains. It is claimed for them that they distribute the weight of the load more evenly over the body of the animal, but they require constant attention. When badly adjusted, the back and sides of the animals will chafe and soon become raw; the pain is sometimes such that they will refuse to move, thus causing vexatious delays.

I was again indebted to Mr. Chief Factor Hall, of the Hudson's Bay Company, who kindly placed at my disposal the services of Mr. J. Martin, their experienced and skilful head packer.

While these things were being attended to, I felt sure that after what I had seen of the country along the Stikine, it would be worth while to try and reach the Tahltan river at a point higher up in its course, with the expectation that the obstacles met in its lower reach would be greatly minimized. The valley of Telegraph creek, provided it continued far enough through the mountains, seemed to promise a solution of the difficulty.

As I had no map whatsoever of the country, and could not gain much information from the people living around there, I was not aware at the time of the great saving in time and distance, let alone the altitude crossed over, that would result from the opening of this route.

A cursory examination of a few miles of the pass proved to be so satisfactory, that on my return preparations were at once commenced for a trip through it. The next day, accompanied by Mr. John Callbreath and party, we headed for the Tahltan, Mr. Callbreath kindly relieving us from the transport of our baggage by loading it on one of his horses.

I had calculated that the ups and downs encountered on the distance (11 miles) travelled between Telegraph Creek and the "lava beds" near the confluence of the Tahltan with the Stikine river, when summed up were equivalent to crossing a mountain at least three thousand feet high. On leaving Telegraph Creek we followed for a half mile or so a road which had been cleared and used for some time by the residents of the place for hauling firewood and logs for building purposes. This road follows the left side of the creek and leads to the top of the high terrace previously mentioned as running along the right bank of the Stikine, but with a far better grade than was obtained there. In order to avoid a narrow gorge some 200 feet deep, through which the creek runs, the road follows close to the foot of the mountain, after which it approaches again the stream, crossing it at two different places a quarter of a mile apart

At the second mile from the village the valley of the creek, which thus far has been very narrow, broadens considerably, and remains so up to the fifth mile, where it again contracts. This section of the valley is heavily timbered with spruce and balsam near the creek; the tops of the adjacent hills are covered with pine and small poplar. We had now to cross on the other side to avoid a cliff fifty feet high which forms the left bank of the stream for a little less than one-eighth of a mile. On account of this obstacle the right bank was now followed. It seems to be the most favourable for the location of a road, the opposite side being formed of high benches, cut in several places by deep and long gulches with very steep sides; besides it is heavily timbered in spots, and wherever the fire has destroyed the timber the ground is thickly strewn with fallen trees, which would make the clearing of the road expensive. By a very gradual ascent we proceeded along the bank of the creek, our progress being considerably impeded at times by thick black alders. Two miles further the bank is generally formed by low sandy hills, with patches of open prairie on the top, though rocky outcroppings were also noticed close to the creek. At the eighth mile the edge of a prairie four miles long and one mile wide in places was reached. It is dotted with small ponds fed by numerous streams flowing from the adjoining mountains. These ponds are connected together by small creeks, and are the heads of Telegraph creek and of Tuteschita creek, another large stream flowing in the opposite direction.

Barometer readings taken at the highest point showed an altitude of 3,000 feet above Telegraph Creek.

We proceeded now along Tuteschita creek, which flows in a north-westerly direction. Three miles from its head we crossed it near a sharp bend which it makes on its way to the Tahltan river, where it empties, its volume being greatly increased by the addition of several large creeks.

Our course again continued in a north-westerly direction through a park-like country where pine groves interspersed with prairie patches made our progress a real pleasure. Four miles more of this kind of country brought us by a gentle descent to the Tahltan river. Before reaching the water we had to come down a ridge 150 feet high and ending in a small flat by the river. At the water's edge the barometer showed that the level of the river was 1,500 feet above Telegraph Creek, leaving a difference of 1,550 feet between the summit and the new crossing of the Tahltan river, a distance of six and three-quarter miles, and therefore an average grade of 4 per cent for that section of the road. The average grade on the section between Telegraph Creek and the summit, nine and a half miles, is 6 per cent.

The river here is about a hundred feet wide, with four feet of water and a stony bottom. Should it be decided to build a bridge, a good location for its piers can be found a few chains below the place where the blazed road intersects it. Most of the materials to be used in its construction are found near by, and for this reason it need not be very costly.

On the other side of the Tahltan river our course continues in a northerly direction across a point of land inclosed by the river and its north fork (also called "Little Tahltan river"). It is formed by the eastern extremity of the Koketsa mountain, a high range of rugged hills which borders the valley on the south side. The distance across is nearly three miles. A low pass about 330 feet above the level of the river has been discovered across the range, and through it the new trail passes after which it follows along the eastern shores of some lakes and their outlet, eventually intersecting the old Hudson's Bay trail which follows the left bank of the Tahltan river from its mouth to Egnelle Post. The point of junction is about three miles above the confluence of the Little Tahltan with the main river.

The last section of the country consists of timbered terraces, and resembles those seen between the summit of Telegraph creek pass and the main Tahltan river. By that route the whole distance between Telegraph Creek and the north fork would not be much over twenty miles.

Having completed the exploration of this place I returned by the same route to Telegraph Creek where I arrived on 5th June.

The next day we left for Teslin lake by the old trail as I did not consider it safe to ford the Tahltan river at the point where the newly located road intersects it.

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We camped that night on the right bank of the Tahltan river, in a narrow flat, close to the government bridge. The next day just after crossing it, an ascent of two hundred feet brought us to the top of the "lava beds," a sharp projection of basaltic rocks inclosed between the Stikine and the Tahltan rivers. Half a mile further, just after leaving the Dease Lake trail on the right, we turned our steps towards the west entering a narrow valley which serves as a connecting link between the valley of the Sheslay river, a tributary of the Taku, in the west, and the Stikine river, in the east. This valley is almost straight and nearly forty miles long, its width is pretty uniform all through never exceeding one mile in the widest part which occurs at the height of land between the Stikine and the Taku.

At its western extremity the Hudson's Bay Company established in 1889 a trading post which was called Egnelle, after one of their agents. In the fall of 1891 the Indian tribe which used to trade with the company was decimated by some contagious disease; the post having lost its usefulness had to be abandoned shortly after. Some roofless huts indicate to-day the place where the post stood; it is still frequented for a short time during the fishing season by a few Indians from Taku.

The Tahltan river occupies the eastern part of this valley. It flows through numerous narrow gorges formed by the rocky points which project from either side of the valley and is a continuous rapid falling at the rate of sixty feet to the mile. It is about thirty yards wide; its bed is full of large boulders.

The principal tributaries come from the north; they are Bear creek and the Little Tahltan river also called the north fork. Both streams rise in the bogs scattered every where on the top of Level mountain at the altitude of about four thousand feet above the sea.

Bear creek is a turbulent stream fifty feet wide; it flows out of a deep gorge ending a short distance north of the trail while the Little Tahltan, which empties into the main river some twenty miles above its mouth, winds through a comparatively level country.

On the south side no stream of any size enters the Tahltan river. The strip of country between the valley of Telegraph creek and that of the Tahltan river being only a few miles in width the streams cannot be of any great size; the surface of the country on that side of the river must therefore be less broken though the slope of the mountains seems more abrupt.

I will now describe the north side of the Tahltan river, it being the one I followed with my party up to the crossing of the north fork.

On leaving the Dease lake trail we pass for over two miles high terraces timbered mostly with pine and poplar after which we come to the "Mud slides," a particularly dangerous place in the spring.

These are high and steep escarpments of hard blue clay, nearly a mile long. It is impossible to avoid them either by passing above or below. The path zigzags at an altitude of several hundred feet along their almost perpendicular face which in the spring is very dangerous for travel. As the surface reeks continually with water trickling from the high ground above, it becomes very slippery and is very trying to the loaded animals; in the worst spots they have been noticed to tremble with fear. A new path has to be made every spring for the one in use during the previous summer is completely obliterated under the snow slides and the repeated action of the frost and sun.

We had hardly got over this place when we came in sight of a deep ravine with precipitous sides at the bottom of which rushed a stream called Hartz creek, of which more shall be said later on.

After crossing the valley of this creek the aspect of the country changes considerably; the surface of the ground is more regular being a series of terraces which become lower as we approach the Tahltan river, finally ending in a flat near the confluence of Middle creek and the river. These terraces are more or less wooded with frequent large prairie spots between the poplar bluffs.

That section of country west of Hartz creek has at times been used as a wintering place for horses and would seem to be a favourable one for that purpose as indicated by the luxuriant growth of different kinds of grass; the ground is naturally irrigated by numerous springs from the neighbouring hills. The high escarpments of Level moun-

tain afford protection from the north winds; besides, the fall of snow is reported very light in this district.

On the flat inclosed between Middle creek and a small stream a few chains west of it, an American mining company built in 1894 a few houses and erected some machinery to be used in connection with the working of placer grounds which they had located close by on the left bank of the Tahltan river. The water used in washing the gravel was diverted from the forks of Middle creek, one mile and a quarter above its mouth, and brought down part of the way to the placer ground by a ditch which in some places is fifteen feet deep and four wide and had to be boarded to prevent the sides from caving in. Where the slope of the hill becomes too steep for a ditch, two iron pipes of large diameter are connected with the lowest extremity of the flume and carry the water in two different directions to the placer ground. The enterprise did not prove a remunerative one for the owners and the works were abandoned in 1896. Stacks of iron pipes and different pieces of machinery are still scattered around the place and testify to the amount of money which must have been sunk in the undertaking.

A few pans of gravel taken at random along the bank of the river were washed by me and showed colours in every instance.

The valley of Middle creek was also explored for a possible pass over Level mountain; its course is north. At one mile and a quarter from the Tahltan river I came to the forks. Then I had to climb to the top of a plateau some 200 feet high, which I followed for a couple of miles through the worst wind falls I had met for some time. I then got into solid timber; soon the surface became more and more irregular until at a distance of four and a half miles from the Tahltan river I crossed a wall of basaltic rock. On the other side I stood on the crest of Level mountain, the barometer indicating an altitude of 4,000 feet above sea level. The top is nearly flat with a few low rocky out-croppings surrounded by swampy ground and thickly covered with the black alders always found at this altitude. From these swamps spring numerous little creeks which are the head waters of Middle creek.

Between Middle creek and the crossing of the north fork of the Little Tahltan, some two miles above its junction with the main river, the country is for a few miles comparatively level and the path follows close to the river. Then Bear creek, 1,350 feet above sea level and by far the largest stream on this section of the road, is crossed by a wooden bridge of fifty feet span built a short distance above the Indian suspension bridge which is still standing and is a good example of Indian ingenuity.

West of Bear creek the country resumes its broken and irregular aspect; deep ravines, high and steep hills and land slides are again met with till within a short distance of the crossing of the north fork. There the path finally comes down to the valley which rapidly expands to a width of one half to one mile; this width continues up to Kennicott lake.

Just one mile beyond the last crossing of the river we came to the northern extremity of our recently opened trail leading over Telegraph Creek pass. For four miles more the path keeps close to the Little Tahltan river and passes over level ground as far as the lake above mentioned. One and a half mile before reaching it we crossed the divide between the streams joining the Tahltan to the east and those flowing into the Taku.

This divide is caused by the extension of a gravelly spur from the hills to the north. It runs diagonally through the valley and where it crosses the trail, its elevation above the surrounding country is so small as to be hardly noticed. It is about 2,200 feet above sea level. The trail now crosses over to the north side of the valley, which it follows as far as Egnelle post. A small stream draining an extensive swamp near the foot of the hills on the southern side of the valley enters Kennicott lake at its eastern extremity.

Comparing the new route over the Telegraph Creek pass with the old path followed along the Tahltan valley which I have just described, everything seems to be in favour of the former one. It saves sixteen miles, which means a day's travel with pack animals. By the old route the ascents and descents amount, when summed up, to nearly twice the altitude of the divide between the Stikine river and the Tahltan. Moreover the grade from the Stikine river up to the summit of Telegraph Creek pass is a gradual one and

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always in the same direction. It is true that Tahltan river has to be bridged, but this is partly compensated by the cost of the bridges which would have to be thrown across such streams as Bear creek and the Little Tahltan river. Besides, the mud slides, a really awkward place which requires to be repaired every year, are avoided.

Whilst the horses were taking a well deserved rest at Kennicott lake, I made an exploration of the valley of the Little Tahltan river or north fork. From the trail I had noticed that at the point where the river turns sharply to the north, its valley was still very wide and appeared to penetrate quite a distance through Level mountain. It seemed to indicate a practicable way with perhaps a low divide over the mountain, and as the valley was almost in line with the new trail, I thought it would be well to ascertain if it could not be utilized. Consequently on 14th June I left the camp; the men led a couple of pack-horses with supplies for a few days and we headed for the pass. Shortly after leaving camp we entered the valley, which is thickly wooded with pine. We kept on the flat between the foot of the mountain and the river. All went well for a couple of miles, after which the valley gradually contracted and the hills on each side terminated in cliffs at places.

At last a high cliff rising sheer out of the stream stopped out further progress along the right bank. A few trees thrown over the swiftest and deepest channels served as a bridge. The horses swam across and we continued following up the other bank till at last our progress was brought to an end by high perpendicular walls rising on every side. At that point three streams meet, the largest one coming from a north-westerly direction. Ascending a high knob on the west side of the valley, and 1,000 feet above it, I could trace the general course of this stream for several miles. It runs in a north-westerly direction and all the way in a deep cañon. The two other streams are small; the middle one has no valley but seems to tumble down the face of the mountain in a series of cascades.

This ended the exploration of this part of the valley. The fires had lately run over the country and no feed for the horses could be found, so we decided to return to the main camp. During the interval the river had risen considerably and when we arrived at our last ford, we could no longer cross. We had to keep to the one bank climbing over obstacles around which we had passed on our first trip. In going over a particularly steep and rocky hill, one of the horses came very nearly being seriously injured; his pack, which in the beginning of the ascent had become somewhat loose from his efforts, slipped back a little and acting as a powerful lever, the poor animal's feet suddenly left the ground and he fell square on his back. After several somersaults, his head meanwhile coming frequently in contact with stumps and roots, he rolled down the hill, crashing through the bush, load and all, till at last he landed all in a pile at the bottom of the valley. We ran down, pulled off his pack, but it was some time before he could make out his surroundings. We repacked him again but had to throw away a nest of three kettles which had formed the top of his pack; they had been flattened so as not to be recognizable. A few days later, while ascending Egnelle hill this animal had a similar misadventure.

I reached the main camp at the head of Kennicott lake on the 15th June. The next day we resumed our trip arriving two days later at Egnelle post where ends the valley we had followed since leaving the Dease lake trail. Between the divide, 2,200 feet above sea, and Egnelle post, the valley is occupied by Kennicott lake, a sheet of water two and one-half miles long by one mile wide, and also by Macha lake, one and one-quarter miles long and distant three-quarters of a mile from the former.

These lakes are connected by a small creek and form the head of Hackett river, a stream of fair size, which after receiving several small tributaries, joins the Sheslay river at a point one and one-half miles west of Egnelle post. •

The general course of Hackett river is in a north-westerly direction. The difference of level between Kennicott lake and Egnelle is 350 feet. The travelling is good if we except some rocky places along the northern shores of both lakes and some rock slides about two miles east of the post. Two miles beyond Macha lake there are some high cascades on Hackett river. They begin a short distance below the point where Copper creek, one of its northern tributaries, joins it.

Some good timber is found in the vicinity of both lakes where it has been protected from fire by the damp condition of the ground. The hills on the northern side of the valley are generally covered with small poplar, while on the opposite side they are timbered with spruce and pine.

The tract of country immediately to the south-west of Egnelle post is prairie-like, interspersed with pine groves and poplar bluffs. It is formed by a point inclosed to the south by Hackett river, and on the west by Sheslay river.

The country between Telegraph Creek and Egnelle as seen from the old trail along the Stikine river and through the Tahltan valley has been described somewhat minutely because it is the key to all roads to Teslin lake which may be projected through that district. From this description an idea may be obtained of the difficulties to be met in constructing a road through that section of country.

EGNELLE POST TO THE NAHLIN RIVER.

From Egnelle post the path makes a sharp turn and up to the crossing of the Nahlin river, a distance of 65 miles, the course is approximately N. 10° E. Just after crossing Egnelle creek, a mountain stream which runs close to the post and flows into Hackett river three-quarters of a mile further on, we travelled on the side of Egnelle hill, which attains an altitude of 2,000 feet above the valley. As the slope of the hill is pretty steep in places the path changes its direction frequently in order to follow the best grades, which, however, cannot be made very good, for we ascend 1,800 feet in two and one-half miles. This hill forms the western extremity of that flat ridge which bounds on the north the valley of the Tahltan and Hackett rivers. Level mountain, which is the name given to this range, is a misnomer. Viewed from a distance or from some point lower than its top it may appear level; but when examined from the top of some of the high hills west of the bend of the Tuya river it assumes then the shape of a large triangle with its base on the Tahltan river, while its apex rests south and close to Nahlin river. Its western side forms the escarpments noticed along the trail to the Nahlin river crossing. These are cut by great gaps to allow such streams as Kakuchuya river, Matsatu river, &c., to make their way towards the Nahlin river, a tributary of Inklin river, or south branch of the Taku. Its eastern side is formed by the line of hills bordering the valley of the Tuya river. The centre of this triangular shaped tract of country is occupied by a large depression where extensive marshes collect the waters from the numerous ponds scattered among the hills which encompass it. From this large basin the water afterwards makes its way in different directions, some flowing towards the north and feeding the southern branches of the Nahlin river, while some flows towards the west. Good sized streams also heading in the same basin flow towards the Tuya river.

The crest of the range which forms the north side of the Tahltan-Hackett valley is a wall of basaltic rock running for forty miles in an east and west direction, with only a few occasional narrow gaps such as those through which Bear and Middle creeks make their way. Its highest point is to be found at an invariable distance of four and one half miles from the river; its altitude is nearly the same (4,200 feet) in whatever place we attempt to cross it. North of this crest the country is boggy for some distance, after which its surface begins to slope towards the north. On account of its great elevation snow is frequently to be found on top of this range as late as the month of June.

From the top of Egnelle hill the trail winds around some lakes and continues to rise slowly till at a distance of four and one-half miles another divide (altitude 3,800 feet above sea level) is reached. This is the dividing line between the waters of Egnelle creek on the north and those flowing into the Dudidontu river. Although the general aspect of the country is rough, the trail keeps a fairly good grade though not a very direct course by meandering around the base of numerous rough hills in order to avoid the bogs. A stunted growth of spruce occupies the few dry patches of land, the rest of the country being covered with thick black alders, a kind of brush always to be found where the soil is soft and spongy. This brush grows to a height of five feet, and is the worst thing to travel through I have yet come across.

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Six miles beyond the divide we come down by a gentle grade to the crossing of the Dudidontu river—3,530 feet above sea level. This is the first stream of any importance thus far crossed on the trail since leaving Egnelle creek. It heads in Level mountain. Its width where the trail crosses is but thirty feet and the bottom hard; it can easily be forded by horses at all times. On the opposite side a steep hill slopes to the edge of the water, forming a high and steep bank. The trail is cut along the face of this bank, which it follows for one and a half miles in a westerly direction, after which it resumes its northerly direction for another two miles through a sandy and rolling country.

This section is drier than the one just travelled over between Egnelle post and the crossing of the Dudidontu; that is due to the vicinity of the above mentioned stream, which runs close to the trail and affords a better drainage for the surface water. The country is rolling; in places it is open prairie, in others it is covered with groves of pine, poplar and spruce. In the spots where fire has run the ground is thickly strewn with fallen timber. Beyond this dry tract is another one entirely different; it is more generally hilly, and on every side, in the depressions between the timbered hills, are seen large lakes. The first lake of any size passed on the trail is called Tseteloui; its elevation is 3,400 feet above the sea. It is a long and narrow sheet of water, and many small streams empty into it. It may be called the head of the Kakuchuya river.

The distance from the north extremity of Tseteloui lake to the crossing of Kakuchuya river (3,225 feet above sea level) is fully six miles. The first three miles are through rolling country thickly timbered with spruce in places and among numerous large lakes; the balance is over level country. The trail runs along the western side of Tseteloui lake and the edge of the left bank of the Kakuchuya river. The banks are fully 200 feet above the level of the river and formed in places of a white slaty rock. Where the trail crosses the river is not more than forty feet wide, has a good bottom and is easily forded by horses. On the other side we climbed to the top of a gravelly hill, about 100 feet high, and thickly covered with pine. Just at the crossing the course of the river, which from its head has been nearly north, is deflected a little to the west and continues in that direction to its junction with Matsatu river. The latter receives lower down the waters of the Dudidontu river and then discharges into Nahlin river. The distance between the Matsatu and the Kakuchuya rivers is nearly five miles by the trail. This section of country is mostly covered with thick brush and goes by the appropriate name of Mosquito flat. The altitude of Matsatu river at its crossing by the trail is 3,050 feet above the sea. Matsatu river is a large stream; it is deep, has a swift current and will require to be bridged. It heads in Level mountain and has cut through its western escarpment a great gap with strikingly steep and high rocky bluffs on its northern side; the other side seems to consist of superposed high terraces.

I estimated at four miles the distance of these escarpments from the trail. No trees were noticed on them; there appear to be only patches of low brush.

Matsatu river runs in a north-westerly direction. Two miles north-west of the trail crossing, it receives from the north the waters of Hatin lake, nearly five miles long and 3,100 feet above the sea. A short distance further the Kakuchuya river coming from the south joins the Matsatu; thus increased in volume, it makes its way to the Nahlin river, of which it is the principal tributary. One mile north of Hatin lake a low ridge (3,200 feet above the sea) occurs. It runs east and west and divides the waters flowing towards the north from those emptying into Matsatu river. From its northern slope begins a valley occupied by the Koshin river, whose head waters are also on Level mountain. Between the divide and its confluence with the Nahlin, a distance of 25 miles, Koshin river receives several creeks all heading in the hills to the east. The trail follows their western slopes to within six miles of the Nahlin river, towards which it leads by a gentle slope. As we approach the river the surface of the ground changes to terraces, these finally breaking into cut-banks running to the water's edge. The crest of the highest terrace is at three quarters of a mile south of a small tributary of the river; its elevation is 550 feet above the level of the water. The crest of the second one occurs half a mile further; its elevation is 200 feet above water.

Then comes the creek. Just after crossing it, we climb another high ridge with a knife-like edge, and immediately begin a steep descent along its northern slope to a narrow flat running along the left bank of the Nahlin.

GENERAL REMARKS ON THE COUNTRY BETWEEN EGNELLE AND THE NAHLIN RIVER.

This distance between Egnelle post and the Nahlin river is sixty-five miles. From the height of land (3,800 feet) four miles north of Egnelle hill to Hatin lake, the distance is thirty-one miles with a very gradual descent, as the total fall in that distance is only seven hundred feet. The trail runs over a plateau averaging 3,400 feet above the sea. With the exception of a stretch of five or six miles of swampy ground south of the Dudidontu river, and a few marshy spots north of the Matsatu river, the country is comparatively dry. Large tracts of prairie land are found in the first half of this distance. The other half between the height of land north of Hatin lake and the Nahlin river is heavily timbered, very hilly and cut by deep ravines, especially along the upper reaches of the Koshin river.

Towards the east the escarpments of Level mountain are to be seen at an average distance of four miles all the way from Egnelle hill to the Nahlin river. They get lower and more thickly timbered as they approach the river.

Towards the west several discontinuous ranges of low hills were noticed as far as the confluence of Kakuchuya river with Matsatu river; they are mostly timbered with spruce. West of Hatin lake a high mountain rises, it forms the southern extremity of a range of hills bounding the Koshin river to the west and gradually sloping towards the Nahlin river. From the divide the country is heavily timbered with spruce and poplar. Six miles before reaching the river we enter an old brulé. The fire ran over this slope of the Nahlin River valley more than ten years ago and seems to have gone as far as its southern branch. The ground is in consequence thickly covered with fallen trees to a depth of several feet, a great impediment to travel.

FROM THE NAHLIN RIVER TO TESLIN LAKE.

Nahlin River (2,200 feet above sea level at the crossing), rises in the Cassiar mountains in the east. For more than thirty miles from its head its general course is due west. In that distance it receives besides the Koshin river another large tributary which flows from Level mountain. Then it takes a sharp turn to the south, receives the Matsatu, and finally empties into the Inklin river or south fork of the Taku.

At the trail crossing, the Nahlin is nearly 150 feet wide. It is a very swift stream with stony bottom. At high water its depth is greatly increased. A flat of ten chains in width, partly timbered with spruce, extends from the river to the foot of a 250 feet high terrace on the north side of the river. The valley is generally narrow, being bounded on both sides by high gravelly benches ending in steep cut-banks wherever the river by its bends comes in contact with the foot of these benches. Nahlin river being nearly half the distance between Tahltan and Teslin lakes, I decided to cache some provisions here, having found a suitable place for the purpose.

Four miles from the Nahlin river, and after travelling over a rolling country and crossing an east and west valley occupied by a chain of lakes, we come to the outlet of Gun lake, a narrow body of water several miles long and whose general direction is towards the north. At the southern end of this lake begins another valley which receives its outlet. As seen from a high hill close by, this valley is occupied by several large lakes, all connected by small creeks running towards the west. Two and a half miles more of rolling country brings us to the edge of a swamp three miles long, the worst spot seen yet on the trail. The moss covering this swamp was in places more than two feet thick. Thick moss seems to be a particular feature of this northern country; wherever it covers the ground the soil is kept in a soft and spongy condition, which cannot be improved unless the moss is torn from the surface and destroyed by fire. From a small creek which forms the north edge of this swamp, the country is fair enough up to the southern extremity of Disella lake, sixteen miles north of the Nahlin. This lake is five and a half miles long, and contains several small islands. Its shores are low and

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covered with brush and indented by deep bays. Its elevation is 3,800 feet above the sea. The trail follows its eastern shore for four and a half miles, after which it crosses a neck of land one mile long and comes to the outlet, thirty feet wide and easily forded. The stream flows towards the east; it ultimately reaches the valley of Teslin lake, after a series of cascades through a narrow gorge.

Two miles after crossing the outlet of Disella lake we reach its northern extremity. Two miles more brought us to the highest point of the plateau at an altitude of 4,100 feet above the sea. A short distance further begins the steep descent to the valley of Teslin lake, a drop of 1,400 feet in less than three miles.

Near the foot of the mountain is another large creek; it is not more than twenty-five feet wide, with a depth of three feet at flood time. Its bottom is rocky. Just below the crossing there is a small rapid. In October we found this stream full of whitefish.

We were now fairly in the valley of Teslin lake and our route lay through swamps and bogs which, with very few interruptions, spread as far north as Hutsigula lake (Goose lake). It is the most northerly of a chain of lakes along which the trail runs for five or six miles. Through the White Swan river which flows out of it, it discharges its waters by a series of cascades into Teslin lake. The thundering noise of the waterfalls can be heard for a great distance. About four miles from Teslin lake, White Swan river rushes through a deep and narrow cañon. Below the cañon the river widens considerably and flows between high gravel banks, covered with a thick forest of spruce, pine and willows close to the water's edge.

After reaching Hutsigula lake, the forest fires against which we had been fighting our way at different times since leaving Egnelle post became so fierce that I was compelled to stop here, being hemmed in by them from all sides but the one facing the lake. The thick forest which surrounded us being almost all spruce and pine, made our situation a most dangerous one. An examination of the shore of the lake showed a low marshy point where our horses and outfit could be removed in safety should it come to the worst. Feeling at ease on that matter, the outfit was left in charge of a couple of men, and with the rest of the party I proceeded to Teslin lake, distant nine miles, where I arrived on the 30th June. A survey of the river-like portion of the lake was made and soundings taken near the western shore in order to locate a suitable landing place for steamers. The country to the east of the lake was also examined to find a practicable grade for the road which I had been instructed to locate between Teslin lake and the head of navigation on the Stikine.

Having successfully completed this part of the work, I returned to our main camp on the western shore of Hutsigula lake. As the country in the vicinity of this lake is frequented by the Taku Indians during the hunting season, I had made up my mind to appropriate for a time some of their canoes which, I had been informed, were cached in the willows along the shore of the lake, knowing that they would not require them for another month at least. Unfortunately the fires fanned by fierce winds had burned the forest close to the very edge of the lakes and destroyed them. Small pieces of the ends were the only thing which remained to indicate the spots where they had been cached. I could make out from what was left among the ashes that they were "dug outs" of cottonwood of large diameter; but as there are no trees of such size and quality in the vicinity of Teslin lake, the Indians must have carried them all the way from Taku over the Indian trail ending near the head of Teslin lake.

Being disappointed, all that remained for us to do was to set to work at once and build rafts large enough to carry ourselves and the supplies needed for the exploration of the Teslin Lake valley across from Hutsigula lake.

GENERAL REMARKS ON THE COUNTRY BETWEEN NAHLIN RIVER AND HEAD OF TESLIN LAKE.

The distance between the Nahlin river and the head of Teslin lake is nearly fifty miles by the trail on a course a little west of north. The section over which the trail runs rises gradually from the Nahlin river (2,200 feet above sea) up to Chismaina mountain at an altitude of 4,100 feet. On leaving the river we cross a partly timbered flat nearly ten chains wide and extending to the foot of a bench with a very steep face and more than 250 feet high. A three-mile belt of country along the side of the river

has been overrun by fires years ago. It is a rolling country and owing to the vicinity of the river which drains it, is dry. North of this belt the country is frequently swampy. For several miles the only remarkable feature in this vicinity is a prominent cone-shaped butte which I named Observation Butte; it stands a quarter of a mile north of a creek limiting the three-mile swamp previously referred to, and rises to fully three hundred feet above its level. The trail runs close to the western side of this butte, from its top I had a fine view of the country to the south, east and west. At a distance of eight or ten miles to the west a high range of snow-capped and very rugged mountains breaking off suddenly near the bend of the Nahlin and running in a northerly direction were noticed, while towards the east and at a distance of fifty miles another range of mountains, though not quite so high as the preceding one, was seen. It is more regular and I could discern passes through it. In looking towards the east from the summit of Observation Butte I had a fine view of much of the Teslin Lake valley with its numerous large lakes and marshes extending to the foot of the eastern range of mountains just mentioned. Towards the west another, though narrower, valley appeared to exist along the foot of the high and rugged range of mountains. In this valley the highest point seems to be formed by spurs of rough hills situated close to and due west of Disella lake. This height separates the waters which flow towards the Nahlin from those feeding the lakes, which, through streams connecting them, find their way into the western bay near the head of Teslin lake.

There is a remarkable high range of hills on the eastern side of Disella lake forming the western escarpments of the Teslin Lake valley. Their general trend is north-west and south-east, and the highest point attains an altitude of nearly 5000 feet above sea; their tops are rounded and bare of vegetation.

From the foot of Chismaina mountain up to Hutsigula lake frequent large openings covered with brush, are seen, especially in the marshy parts of the valley where also are extensive hay meadows on which hundreds of tons of hay could be cut. Previous to the destructive fires, large game was plentiful; this district was the principal hunting-ground of the Upper Taku-river Indians. Last autumn they did not turn up as usual, having been informed of the fires that had overrun the country destroying their stores and scaring away the game.

I may add that I do not consider this section of country as a suitable one for any kind of road.

FROM TESLIN LAKE ALONG THE TESLIN LAKE VALLEY.

On my return to the camp by Hutsigula lake on the 16th July, preparations were made to explore the valley of Teslin lake. It was out of the question to attempt to get the animals any further on account of the particularly treacherous condition of the ground, so I decided to leave them in charge of the head-packer and the cook.

While the men were busy constructing rafts, I crossed to the eastern side of the lake with the intention of ascending a high hill which stands by itself in the middle of the valley and from its summit try to gain some more knowledge of the surrounding country. I was accompanied on this trip by one of the men. We landed near one of the mouths of a large stream coming from the south. This channel is completely blocked by driftwood closely piled together and which must have been brought down here long ago. Some of the sticks were of a large diameter and as no such sized trees were noticed in the valley, they must have, during the freshets, floated down the river all the way from the mountains. This driftwood completely fills more than two miles of the channel. As both sides of the stream are thickly wooded with willows and alders through which it would have been almost impossible to make our way we were very thankful for the discovery of the collection of logs; they afforded a good footing for a considerable distance though not a very direct one.

After leaving the driftwood we had to follow the right bank of the channel, finally coming out in a low swampy flat, through which flowed the main river. It was not more than 50 feet wide at the point where we crossed it, but just above and below it expands considerably. As there was no other way to get across we had to ford it. The deepest

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water—five feet—was found close to the right bank. The bottom is soft and muddy. The water is of a brownish colour; its current is slack. It skirts the foot of Hyland hill for two miles, after which it empties into Hutsigula lake. This river is no doubt the principal drain of the large lakes which are situated in the valley to the south within a short distance of the Nahlin river.

The ground begins to rise immediately from the right bank of the river, and continues to do so until the top of the hill is reached at 1,100 feet above the level of the valley. The southern slope of this hill was at one time very heavily timbered with large spruce; it was recently killed by fire. The hill is of limestone formation; several deep caves were noticed on its northern side which is very precipitous and drops to swampy ground.

During the ascent of the hill, a storm that had been gathering to the south of us broke out just as we reached the summit, thus obstructing the view therefrom for a long time: still I saw enough of the valley to encourage me to continue its exploration for the location of the road.

We returned to camp the same night. Early next morning we all embarked on rafts and crossed over to the eastern shore of the lake, landing just between the mouth of a large stream and the cascades.

The stream enters the eastern side just about a quarter of a mile above the outlet of the lake. The head-packer and the cook who had accompanied us thus far were sent back, and we continued our exploration by land, keeping in an easterly direction and following a stream which flows close to the base of Hyland hill. This stream, which is five and a half miles long, is the outlet of another large lake near the foot of a hill on the eastern side of the valley and joins White Swan river a short distance below the cascades. The hill just referred to, I named Hyland hill, after John Hyland, of the Hudson's Bay Co., and is the same I had climbed the day before. Its altitude is 1,100 feet above the valley, and it is easily seen from the Nahlin river, nearly 37 miles away.

To get around the last mentioned lake we had to wade through two small rivers which empty into it. After crossing them we got on high and dry land. I established here a main camp, the altitude of which was 2,675 feet above the sea, from which I intended to make an examination of the valley in all directions. First, I explored the country as far as the head of Teslin lake. I soon found suitable ground for a wagon road, with a gently sloping reach to the shore of the lake. The road begins on the eastern shore of the lake at a point one and a half miles north of the mouth of White Swan river, and by a gentle ascent continues for two miles in a south-easterly direction. Then it turns nearly east for four miles, passing first two lakes and further on around the northern extremity of a larger one until at the sixth mile from the lake it resumes its south-easterly direction as far as our main camp, thirteen miles from the head of Teslin lake.

From the main camp, I located three miles more on the same bearing. The next stretch of road is eleven and a half miles long, S. 20° E. It is located in the valley of a stream and high enough on the slope to avoid the worst of the boggy spots. It is crossed by several unimportant mountain streams, after which it goes over a low divide, coming down on the other side to a large stream which heads in glaciers to the east. Two miles more brings us to a small lake. The next stretch is also thirteen miles long and through sandy hills covered with pine. At the fifth mile on this stretch is a divide 3,150 feet above the sea. Five miles further another large stream is met at an altitude of 2,875 feet. This last stream is a branch of a large river reached two miles further; it rises in the south-east and occupies a wide valley, forming a pass towards the south-east. Where crossed it is fully 150 feet wide and three feet deep, with gravelly bottom and swift current. Once across we headed for the foot of Arthur's Seat, 5,000 feet high, standing by itself east of the valley. North and south of it are passes leading towards the east. Opposite to it the highest point on the road was reached; the barometer indicated 3,475 feet, or about 1,200 feet above the lake, which is here distant about forty-five miles. Three miles further brought us to a large creek flowing towards the west. Of all the streams which enter the Teslin Lake valley, none empties into the Nahlin. I am positive on this point as I crossed the valley from east to west and did not meet a single stream flowing into the Nahlin. In reaching the valley they spread

out in large lakes. Most of the water soaks into the ground and forms those marshy bogs, shaky and dangerous grounds out of which very often we had so much trouble to extricate ourselves with our packs. Some of these soft places are peculiar; the edges seem to have been detached from the firmer surrounding ground and have sunk several feet below its level, leaving between the solid ground and the edge a narrow margin of a few feet in width covered with water of a brownish colour. Long poles failed to reach the bottom at these places.

As our supplies were now very low, I decided to cut across country and make for our cache of provisions on the Nahlin, some fifteen miles away. Before leaving this district I climbed to the top of Arthur's Seat, wishing to ascertain the nature of the country south of us. A flat country whose altitude is not over 3,500 feet above sea continues for at least twenty miles to the south-east.

On the 1st August we left our camp and headed for the cache on the Nahlin river. Our course for the first six miles lay south-east until we struck the Nahlin river. At that point it runs through a narrow and deep valley, between high benches timbered with poplar and pine. The barometer showed an altitude of 3,025 feet above the sea or 625 feet above the level of Teslin lake. As deep ravines and gulches are of frequent occurrence along the river, I had to keep several miles north of it in order to avoid the deepest ones, and in doing so got again into the marshes. When just about the middle of the valley we crossed the southern extremity of a meadow two miles long; a very small stream starts from it and runs towards the Nahlin. As it was late in the season this meadow was nearly dry. West of it the country becomes boggy and marshy again up to within three miles from the trail, when it changes to rolling country timbered with small poplar and pine and covered in places with heavy windfalls. We arrived at the "cache" on the 3rd August, one day and a-half after leaving the eastern side of the valley.

I was disappointed not to find the rest of the outfit which had been instructed to return thither as soon as the violence of the fire should have abated sufficiently to render travelling safe.

The next day, fearing something had happened during our absence, I set out for Hutsigula lake, forty miles distant. This was the place where I had left the outfit in charge of two men before I started on the exploration of the Teslin Lake valley. Two men accompanied me on this trip. On the 5th August we came across a tract of country which had lately been overrun by the fire. The ground, still smoking, was so thickly covered with newly fallen trees that no sign of any trail having ever been opened through the district was visible. We did not at the time stop to cut another road through this maze but kept steadily on till we reached the camp late that night. The place was hardly recognizable; the fine pine groves where our camp had stood were no more: we were walking knee-deep in smouldering turf and ashes. The outfit had been removed to a safe place closer to the lake and with the exception of one tent partly burned, everything was as we had left it. Those who were in charge explained that being only two, they had not dared to risk the outfit by travelling over a country where fire was raging. This was certainly a good enough excuse.

The next morning we were on our way to the Nahlin, but as we had to open a new road most of the way it took us five days to reach the river again.

The provisions which had been cached had become heated and were partially spoiled; besides food for the horses was scarce now that the fire had destroyed so much of it. To avoid worse troubles, I decided to return to the Tahltan river and commence the exploration of the country along the western bank of the Tuya as directed by the instructions, intending to connect where I left off on the eastern side of the valley.

GENERAL REMARKS ON THE TESLIN LAKE VALLEY.

From the head of Teslin lake to our turning point the distance by our blazed road is nearly fifty miles; being intended for a wagon road it keeps on dry ground following the foot of a mountain range. This range begins at a high mountain six miles due east of the head of the lake and, with only one opening at thirteen miles from the lake, continues

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without interruption and by a gradual descent to that valley referred to above as leading in an easterly direction to the interior.

Should it be decided to build a railway on this side of the valley no difficulty would be encountered in its construction. The country is well timbered with good sized spruce, pine and balsam, in fact much better than any other part I have yet visited, as the bogs and marshes in the center of the valley act as a barrier to the destructive fires. The banks of all the streams crossed are also considerably lower than those over which we had been obliged to climb further west. Narrow places caused by projecting ledges are frequent along the rivers and could be utilized in the location of the bridges. In places where I had to ascend in quest of firmer ground for a wagon road the railroad need not necessarily follow, as with the latter the grade is a more important factor than firmer ground.

About twelve miles from the lake, we found mineral springs. I had taken samples of the water but with the rest of my personal effects they were left at Telegraph Creek village. The waters are slightly alkaline; moose and caribou could be seen in their neighbourhood almost every day, they had beaten regular trails to the springs. Beavers were also seen on some of the streams. The Indians seem to have an unaccountable fear of this section of the country; those to whom I spoke, when trying to gain from them some information about it, told us that some great misfortune would surely befall us should we attempt to travel through it. As there are more limestone rocks on this side of the valley, deep caves and fantastically cleft rocks were frequently seen. Such places are often believed by the credulous natives to be the resort of strange beings and this may be the excuse for their unfounded fears. We came out of the exploration without mishap, but with the lasting impression that it was the worse jungle a man ever went through. The Indians certainly never travel through it for, from the time I left Teslin lake till I reached the Nahlin river again, I never saw any sign of a human being having been there before. This explains why large game is so plentiful.

FROM THE TAHLTAN VALLEY TO THE BIG BEND OF THE TUYA.

We arrived at Hartz creek on the 24th August. This creek is a northern tributary of the Tahltan river which it joins three and a half miles above the Tahltan bridge. It is deeply incised between high and steep hills. From the old trail which passes fully 400 feet above the valley of Tahltan river we climb by a short and steep incline to a bench timbered with pine and poplar and forming the western side of the creek; the other side seems to be more irregular. For five miles more we travelled in a northerly direction, and followed the edge of this bench which is timbered with spruce, pine, poplar, &c. We crossed the creek, the barometer indicating an altitude of 2,600 feet above the sea; on the other side we again got on a bench covered with pine of a fair size and crossed the creek a second time one mile further after which we ascended to the top of the plateau, 3,650 feet above the sea. Close to our left projected a high perpendicular cliff. It is the eastern extremity of the basalt rock wall forming the crest of Level mountain. We now followed the western edge of a meadow two miles long, up to a low sandy ridge (altitude 3,680 feet above the sea) which divides the waters flowing in the Tahltan from those flowing towards the east. This meadow is the head of Hartz creek. On its west and east sides rise low hills timbered with spruce.

On the north side of the divide we altered our course which up to now had been nearly north to a north-east one. We again entered the forest with the ground sloping to the north and crossed a stream one and a half miles past the divide. Its altitude at the crossing was found by the barometer to be 3,350 feet above the sea. It flows in a south-easterly direction and in a ravine which deepens so suddenly that its crossing if attempted further down would be almost impossible. The remark just made about the sudden deepening of their valleys applies to all the streams crossed on this trail. For this reason I located the road on as high ground as compatible with a fair grade by crossing the streams near their head-waters, for had I kept further east I would certainly have encountered greater difficulties.

Ascending by a gentle grade to the top of the bank on the opposite side I reached a flat timbered with pine, spruce and poplar and shortly after passing a lake on our left we resumed a northerly course for another four miles ; this brought us to the edge of a steep escarpment at the foot of which flows another large creek. The altitude of this escarpment is 3,100 feet above the sea. But as a high and heavily timbered mountain runs along the northern side of the stream, I thought it best not to cross it just here but to follow along its southern side in the hope of finding further down a more suitable place for a crossing.

Before doing so I examined the upper reach of the valley of this creek. About one and a half miles above the place where our blazed trail ended, the stream bifurcates ; one branch rises from the south-east where it drains some large marshes while the other one heads on the west side of the mountain just mentioned.

Proceeding in a north-easterly direction for two and a half miles more along the southern escarpments of the creek we finally came down to the stream, crossing it just below a short cañon ; the altitude of this crossing is 2,350 feet above the sea. Close to it we found some coal ; it is very hard and glossy.

This stream is not more than twenty-five feet wide, with a stony bottom. On its northern side there are some bad mud slides and a steep hill, three hundred feet high, to climb. After making its crest we continued to ascend for another mile and a quarter, when the highest point on the ridge is reached at an altitude of 3,100 feet above the sea. Just beyond the top of this ridge some marshy ground spreads to the west, and from it rise two small streams which were crossed a short distance above their junction. On the most northerly one a seam of coal showing three feet of solid coal just above the bed of the creek was found. Samples of this coal were taken.

Two miles more brought us to a river, the largest stream met north of the Tahltan river ; I call it the west branch of Tuya river. It heads in the large depression noticed in the centre of Level mountain, and flows near the foot of its northern slope which is heavily timbered. Banks three hundred feet high rise on each side of this river, which at the time of the exploration was fully sixty feet wide, and three feet deep, with a swift current.

Coal seams were again noticed on the face of a cut-bank on the southern side. A short distance below the place of crossing, the river suddenly contracts and enters a rocky cañon. There is good timber and plenty of it along both banks of the river.

So far we had been obliged from the time we left Hartz creek to explore first the country ahead of us in order to locate the best ground for the road, and afterwards clear the way for the pack animals through a generally timbered country. Our progress was consequently rather slow. But as the country ahead of us seemed to be more open I thought it advisable now to send to Telegraph Creek for more supplies. In the meantime I could proceed with the exploration of the west side of the Tuya valley, as the men on their return could easily follow our track and catch up to us. So on the 8th of September two men were despatched with horses to Telegraph Creek, and with the other I continued the exploration.

Once across the west branch of the Tuya we climbed a steep hill three hundred feet high. Beyond it the country is level and continues so for another three-quarters of a mile where we cross a small stream, tributary of the river. This we now follow for nearly two miles, when we come to a 4,100 feet divide. Two miles further we come down to another tributary of the west branch of the Tuya. This one heads in the hills east of us, and runs along their western slope. From the divide above mentioned, the trail leads for nine miles more in a northerly direction, following at times low passes amongst the hills, at others winding along the edges of meadows and lakes and crossing numerous little streams, all tributaries of the Tuya. This country in several places is prairie-like, especially in the passes, but the hills have generally timbered slopes and bare tops though the timber would not be serviceable as it is very scrubby. The remaining nine miles of the road are more hilly, though none of the hills attain a very high altitude. The ground near the foot of the hills is very wet and swampy and covered with a thick growth of alders. As the fire has overrun this part of the country the ground is frequently covered with dead trees to a great depth and

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through which it is difficult to pass. This brings us opposite the bend of the Tuya, forty miles in a direct line from Tahltan valley.

The country to the west and south of the bend of the Tuya is much more hilly and difficult to travel over on account of the frequent boggy spots which cannot possibly be avoided. Besides, as the hills were getting higher the further north we went, I decided to approach the river with the intention of locating the road around the eastern extremity of the hills, which now threatened to stop our progress. From our turning point we took an easterly direction, following the southern bank of a small tributary of the river, and leaving to our left a prominent headland 3,700 feet above the sea, and with perpendicular walls of basaltic rock facing the south-east. I camped within sight of the Tuya river, which at this point is quite a large stream. Its banks are fully three hundred feet high and very abrupt in the bends, where the stream has undermined them and caused land slides. Several narrow and marshy flats were also noticed along the river; these are very likely flooded during the period of high water. When we reached it, on the 10th of September, large sand bars could be seen everywhere in the river.

We camped within half a mile of Tuya river, on a high terrace overlooking it and close to the left bank of the little stream which we had been following from our turning point.

From this main camp the country to the south and in the vicinity of the river was explored. A level terrace three hundred feet above the river bed forms its west bank. It was at one time thickly wooded, as may be seen by the numerous large trees lying on the ground. To-day it is overgrown with young poplar. It looks as if it might afford firmer ground with a considerably lower level than the one over which I had travelled, and which was suggested in Choquette's memorandum, inclosed in the instructions which had been sent me for my guidance in this exploration.

However I could not push the exploration far enough to ascertain this point, for on the 17th of September I met the men who had been sent to Telegraph Creek for supplies. They were returning with only a small part of the supplies ordered and the mail. After receiving your message and the letter dated the 18th of August there was nothing left for me but to return at once to Telegraph Creek, where Mr. W. T. Jennings had arrived a short time before and was waiting for me.

As there was at the time considerable snow on the ground our progress was slow, and we did not reach Telegraph Creek until the 21st of September.

Mr. Jennings then delivered to me your letter dated the 11th of August. This letter suggested that if I found it too difficult to get a suitable crossing over Level mountain I might follow the Dease Lake trail as far as the Tuya river, and from that point try and locate a road along that river. But as the new instructions bore a date anterior to that of the telegram, I decided after conferring with Mr. Jennings to comply with the more recent orders.

From the 21st to the 26th of September my time was taken up partly in giving to Mr. Jennings all the notes and other data which I had collected during the summer on the country between the Stikine and Teslin lake, and partly in making the necessary preparations for another trip to Teslin lake as Mr. Jennings desired me to accompany him that far.

I left Telegraph Creek on the 26th September, after paying off the cook and another young man whom I had to discharge, the number of horses being hardly sufficient to carry the supplies necessary for the trip and for such explorations as Mr. Jennings might decide on in the future. In company with him, I arrived again at the lake on the 13th of October, having been eighteen days on the trip. Of this two days had been lost between Egnelle post and the Nahlin in looking for some of the horses which had wandered away during a heavy snowstorm. It had been raining without interruption since the 26th of August, and the trail was almost impassable in places, especially north of the Nahlin river. The horses began to play out and as, owing to the lateness of the season we could not possibly wait, their loads had to be distributed amongst the other pretty nearly exhausted animals so that before we reached Teslin lake, we had no less than four of them scattered at different places along the trail.

On arriving at Teslin lake, I received from Mr. Jennings instructions to make a survey of the lake and of Teslin river up to its confluence with Lewes river. After its completion I was to come back to civilization by the safest and most expeditious way.

Mr. Morley Ogilvie, who had received instructions for the survey of the McClintock portage, was to accompany me as far as the portage, where, before parting, I was to give him the plan of the lake and part of the river as far as surveyed; also a general report on the features of the surrounding country and the navigability of the river and lake.

For this work we were given two boats. One was twenty-five feet in length, and carried all the men and supplies; the other, fifteen feet long, was retained for Mr. Ogilvie and myself and used for the survey. On this work I was ably seconded by Mr. Ogilvie. The distances were measured with a log which had been previously compared with a base of known length marked along the shore.

Early on the 14th of October, the packers were sent back with orders to bring at once the loads which had been left behind. They did not return until 3 p.m., but as the weather was threatening I did not think it safe to put off our departure till the next day. The narrows were already partly frozen, and might entirely close up before morning. As they are nearly six and one-half miles long, it would have delayed us considerably, besides causing much extra hard work breaking our way through the ice. So the baggage was dumped in the boats in a hurry and we left, keeping rowing until dark overtook us. The next morning we entered the lake proper, reaching its northern extremity on the 20th of October. Besides Mr. Morley Ogilvie, I had three men to assist on this exploration.

The instruments provided for the exploration were: a log, for recording the distances between points of the western shore of the lake, invariably chosen for the stations; a prismatic compass, to determine the direction of the remarkable features; and a clinometer, to measure their altitude. I was also provided with a pocket sextant with which to determine my latitude whenever the state of the atmosphere permitted. Owing to the variable current of the Teslin river, the log had to be discarded and I had to resort to other means to determine distances.

The length of Teslin lake is sixty and one-half miles; that of Teslin river was found to be one hundred and thirty-nine and one-half miles by following its sinuosities; making a total of two hundred miles from the head of the lake to the confluence of Teslin river with the Lewes.

DESCRIPTION OF THE LAKE AND THE SURROUNDING COUNTRY.

Callbreath's post is situated on the west side of the lake, nearly one and a quarter miles below the mouth of White Swan river, which enters it at the southern extremity. The stream on entering the lake follows close to the western side, where the deepest water is to be found. In high water the current is quite noticeable and has cleared a channel. The water on the opposite side is, on the contrary, shallow. Right at the mouth of the river are long, low islands covered with hay, but this hay cannot be used until late in the fall, when the water has subsided.

The country on both sides of the lake and along White Swan river is heavily timbered, but no trees of a larger diameter than ten inches were noticed. The fire which ran through this district last summer caused considerable damage. Both lake and river lie in a wide and partly timbered valley, the general trend of which is north-westerly. Along the lake the valley averages about two miles in width and along the river one mile.

The water in the lake was found to be eleven feet below high-water mark.

At two miles from its head the lake contracts forming narrows which extend fully a mile in length. Both sides of the narrows are rocky; soundings gave a depth of four feet with muddy bottom.

From the end of the first narrows the channel runs along the mouth of a shallow bay lying on the western side of the lake. The mouth of the bay is about one mile wide. Immediately beyond the bay the channel is obstructed by a bar with only five feet of water.

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From this point for a distance of four miles the lake is comparatively narrow ; on both shores are perpendicular cliffs. Then another large bay, about two miles across at the mouth, extends one and a quarter miles to the south-west where it receives a large stream which drains a considerable area of country.

The last narrows (Moose) occur after passing the second bay. The width of the lake is here reduced to about two hundred yards. A good stream called Fifteenmile river enters the eastern side of the lake immediately beyond Moose Narrows and has deposited a large body of silt forming a shoal extending nearly to the western side of the lake and leaving a channel only about thirty yards wide. This narrow channel runs along the western shore for a distance of nearly half a mile from the narrows.

Fifteenmile river heads from the south-east ; at its mouth the Taku Indians have established a fishing station.

The valley of Fifteenmile river was easily traced inland by the high cut-banks along the eastern shore ; they could be plainly seen from the western side of the lake. The valley appears to be thickly timbered, especially near the mouth of the river. It is reported by the Indians to be a continuation of the Tuya valley. Both streams, they say, rise in a chain of lakes situated on the height of land, and of which Tuya lake is the largest. This valley is used by the Indians as a winter route from Telegraph Creek or Dease lake to Teslin lake. The valley of Fifteenmile river is separated from the Teslin Lake valley by a high range commencing with a high mountain situated six miles due east of Callbreath's post. Good timber is reported along this stream especially near its mouth.

At Moose Narrows commences the lake proper ; for fifty miles it is plain sailing with a good depth of water until the foot of the lake is reached. Here the channel is again reduced in depth by a bar with only six feet of water over it.

On the eastern side of Teslin lake the hills begin near the mouth of Fifteenmile river ; with only one deep gap through them, they extend to Morley river where they flatten out. Their summits reach an altitude of 4,250 feet above the sea and are two miles from the lake. Their slopes are covered with forest. The hills between the valleys of Morley and Nisutlin rivers are very low in the vicinity of the lake. Close to the lake the distance between the valleys is not over three miles. Further inland they diverge considerably and the tract of country between is very broken ; high and sharp peaks covered with snow were noticed towards the east fully fifteen miles inland.

Just north of the deep bay in which the Nisutlin river empties, a two mile wide and comparatively flat tract extends to the foot of a rugged range of hills with very sharp summits. They run quite close to the shore of the lake, their tops average 4,500 feet high and are not more than one and a half miles from it. At short intervals streams cut across the range, running to the lake through narrow and deep valleys. Steep and rocky escarpments are often seen on the slopes facing the lake, and the land at their foot appears to be low and swampy up to within two miles from the foot of the lake. High sandy banks begin here and continue at intervals along the eastern side of the Teslin river. On the northern side of Nisutlin bay high cut-banks were also noticed ; the south side is more rocky and bluffly.

As the western shore of Teslin lake is the one which I followed, the topography of the interior on this side could not be so well defined, the view being necessarily limited by the proximity of the hills nearest to the shore.

The same high bench which forms the left bank of White Swan river continues along the western shore of the river-like portion of the lake and terminates near the mouth of the small and shallow bay mentioned in its description. From this point the shore is bounded by low and rocky hills, which extend as far as the south-west bay, a short distance south of Moose Narrows.

Due west of these narrows a group of hills nearly 3,300 feet high separate the valley of Hayes creek from that of Jennings river. On the northern side of the latter, rough hills begin again which seven miles further north culminate in a group of high and sharp peaks fully 5,500 feet high, and called by Hayes "Dawson Peaks." The north-western slopes of these peaks are very precipitous. From an unimportant stream flowing at their foot some very low hills begin and form the eastern edge of a wide and

low valley which opens out in a southerly direction. The river which flows through it I named Hall river after Chief Factor Hall of the Hudson's Bay Company.

On the other side of this valley the low hills continue for some distance, after which their altitude gradually increases, reaching in some instances over 5,000 feet above the sea. They also become more rugged as they approach the margin of the lake. This range skirts the western shore and comes to an end two miles below the foot of the lake; it is broken by small valleys through which streams flow on their way to the lake.

The lake is teeming with fish; maskinongé, whitefish and trout of very large size abound. A small fishing net would be invaluable to travellers; without causing any delay it would be the means of providing many a delicious dish, and an agreeable and almost necessary change of diet.

During the six days that we were on the lake, the wind generally blew from a south-easterly direction and as this is the general trend of the lake, we could exchange oars for the sail and our progress was greatly facilitated.

Two deep indentations were noticed along the eastern shore. The first one occurs thirty-six miles from its head and receives a good sized stream which flows from a south westerly direction. The other one, which is the deepest receives the Nisutlin river, the largest stream entering the lake on that side.

Of the three principal streams on the western side, the most noticeable is Hall river on account of its wide valley. It flows from the south and its valley may possibly connect with the Nakina valley leading towards the Taku river, in which case it would afford a pass from that direction to Teslin lake.

In the lake are several small islands; they generally lie close to the shore and at some anterior period were undoubtedly part of the mainland. Their sides are formed by high bluffs and escarpments; as a rule the water is very deep close to them.

The Teslin river which flows out of the lake is quite a large stream. It varies greatly in width at different parts of its course. Sometimes it expands to half a mile, in which case it is partly obstructed by large bars which, however, leave a deep though sinuous channel. Again in places it divides into several channels forming large islands where timber of good size and quality is generally to be found; while in other parts it narrows down to a single channel a few chains in width.

The current which is rather slack for a short distance below the foot of the lake increases gradually until it reaches a velocity of nearly five miles an hour near its confluence with the Lewes river. Only in a few places, in bends, and for very short distances was a velocity of six miles an hour recorded.

The prominent feature of the valley in the immediate vicinity of the river is the high bench which skirts it on either side and which in the interior breaks up into rugged hills.

At a point about three miles below the foot of the lake we noticed on a flat, timbered with spruce, on the left bank of the river, a large tree which had been recently blazed and on which was written in large letters the word "Trail." Something which looked like a letter envelope was nailed to the tree. As there is a valley from the west which terminates here, it has, very likely been followed by some adventurous miner who has opened a new trail through it. I would have liked very much to stop at this place and investigate, but the current was very swift and the bank of the river being covered with trees leaning over the water, it was considered too risky to attempt a landing with the loaded boats. Had we been able to do so, I believe, we would have found all the information about the trail. I am inclined to think that it comes from the southern extremity of Marsh lake, for when travelling over it in December I took special notice of a valley which begins close to its southern extremity and runs in an easterly direction.

Forty miles below the foot of the lake we came to the mouth of Marys creek. It joins the river near the middle of the first "S" shaped bend of the river. The eastern section of the McClintock portage, which crosses the range of mountains separating the valley of the Lewes river from that of the Teslin, has been blazed along the valley of this creek.

We had to part here with Mr. Morley Ogilvie, who accompanied by one man was to make a track survey of the portage. As I did not require the small boat any longer it was hauled high enough on the bank to escape highwater and made fast to some

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trees. With the two men remaining I continued the voyage in the other boat, which although the heavier, it was the safer.

Two and a half miles by the river below the mouth of Marys creek we came to several houses which had been built by miners during the preceding year. It was a capital place for "caching" provisions: we stopped here long enough to store in one of the houses supplies in sufficient quantity for the trip to the coast, should anything happen to prevent us from returning by the Lewes river, in which case we should have to retrace our steps by the Teslin river.

The survey of the remaining ninety-seven and one-half miles of river between the portage and the confluence of the Lewes river was accomplished in three and a half days. At nineteen miles above its mouth, the river takes a sharp bend to the west, keeping this course for a distance of nearly six miles, after which it resumes its north-westerly course up to its confluence.

From McClintock portage down to the Lewes, the river is very crooked: where it runs close to the foot of the benches which impinge on the river, it has caused extensive land slides, leaving bare the face of the hills and forming high cut-banks of clay and gravel. These alternate with flats formed by the materials carried down stream during the season of high water.

Eleven miles below McClintock portage the river divides into two wide channels. The left-hand channel is the principal one: the deepest water is found close to the left shore which is here formed by a cut-bank three hundred feet high. The other one, though the shorter of the two, is full of bars and is obstructed by snags; it is separated from the main channel by a large island.

A careful examination was made of the confluence of the Teslin with the Lewes river for bars which are likely to occur at a point where two streams meet. Such a bar exists here and is situated in the Lewes river, some distance above the mouth of the Teslin and spreads southerly into a large island, of which more later on.

The bar divides the Lewes river into two channels. The main channel follows close to the left bank, while the other one deviates towards the Teslin river which it actually enters, forcing by its own velocity a passage through the comparatively sluggish waters of the Teslin, after which it again enters the main Lewes river.

The bifurcation of the Lewes at this point, and the presence of an island covering the mouth of the Teslin, has frequently caused boat parties of miners intending to winter there to be carried so far down stream before discovering their error that they decided to go on rather than return against the current. So said a party of American miners whom I met on the Teslin some six miles above its mouth, and no doubt it accounted for the absence of a number of their friends who were a short distance ahead of them, and who had promised to stop at the Teslin for the winter. They further explained that they nearly made the same blunder, mistaking the waters of the Teslin, which are a dirty brown colour, for those of a slough.

At the confluence of the Teslin and Lewes rivers, there is a large island which is constantly wearing away under the action of both streams. The materials thus eroded are carried down and deposited below the island causing a large bar, but a deep channel with fourteen feet of water was found at one and a half chains from the eastern bank of the river. It must be kept in mind that the water was then very low, being ten feet below high water mark.

Timber of good quality was seen at several places along the Teslin river. It is mostly spruce of eighteen to twenty-four inches in diameter; it grows on the islands and flats adjoining the stream. Some pine and cottonwood of large size were also noticed.

The permanent streams flowing into the Teslin river from the high lands on either side are not numerous, and are generally small.

Only one fair sized stream, Boswell river, enters from the east. It is fifty feet wide from bank to bank, with a very swift current. The water was only two feet deep and running over large boulders, and I infer from the colour of the water, which is of a bluish tint, that it comes from a lake in the interior. North of this stream, a prominent mountain range begins, and for twenty miles runs parallel with the Teslin river. It terminates at a valley opening from a south-easterly direction. The southern extremity of the range is precipitous. On the face of the white cliffs are spots of different colours;

the red ones are probably due to oxide of iron. These mountains were called Boswell mountains, after Thomas Boswell, a miner whom Mr. Wm. Ogilvie met on the Yukon in 1887. Of all the parties who furnished information regarding that district, Boswell alone gave an accurate description of Teslin river, Teslin lake and the adjoining country. He had certainly been over the district, though at the time his information was rather doubted.

GENERAL DESCRIPTION OF THE COUNTRY ON BOTH SIDES OF TESLIN RIVER.

On the western side of Teslin river and at about three miles below the foot of the lake, a wide valley opens towards the west. North of it and in proximity to the river very high hills rise. They skirt along the left bank, and their altitude decreases towards the valley of Marys creek, where they end. This range is broken by several valleys. One of them, sixteen miles above Marys creek, is the continuation of the valley occupied by the head waters of the McClintock river; in its upper reach it runs almost parallel with Teslin river at a distance of about six miles.

Beyond Marys creek or McClintock portage, the hills continue for some distance along the left bank breaking afterwards into rugged bluffs, some of which come to within a short distance of the river. These suddenly terminate in a bold headland, three and a half miles above the confluence of the rivers. In the interior the hills slope up to high peaks which, just north of the divide in McClintock portage, reach an altitude of nearly 7,000 feet above sea. A few narrow valleys break through the range. As the distance across to the Lewes river is not over thirty miles, no stream of any importance flows from the west into the Teslin river. Good timber is found in places along the left bank especially near the eastern extremity of McClintock portage. On the other hand as we approach the Lewes river the timber is nearly all fire-killed.

On the opposite side, the hills which skirt the eastern shore of the lake continue with very little change in their aspect along the right bank of the Teslin river. They stop at a valley thirty miles from the foot of the lake. Beyond these hills and at a distance of five miles from the head of the river are high snow-capped mountains.

Six miles north of the last mentioned valley, another one opens towards the east. An Indian trail which seems to be a continuation of the one blazed in the McClintock portage follows this valley towards the east. As the country has been overrun by frequent fires the trail is obliterated in several places and consequently difficult to follow.

High mountains whose foothills are denuded of timber and reach down to Teslin river, occupy the interval between the trail and Boswell river, a distance of twenty miles. Boswell mountains which are twenty-five miles long, then follow. Towards their northern extremity they break into low hills through which a small valley opens towards the west. Beyond this valley the hills gradually rise again into high mountains which extend in a northerly direction past the first sharp bend of Teslin river. A large creek meanders along the foot of their western slope and enters Teslin river just north of the bend. Another range of hills begins at the second bend. They run parallel with the river, terminating abruptly near the Lewes river.

FROM THE MOUTH OF TESLIN RIVER TO MARSH LAKE.

At noon on the 27th of October we reached the mouth of the Teslin river, having completed the survey of both lake and river, a total length of two hundred miles, in less than thirteen days. On the previous day, when six miles from the confluence of the rivers we met a party of American miners, who with a heavily loaded boat were trying to make their way up the stream. Their first intention had been to reach Dawson, but being informed by the government officials at the Tagish lake post that on account of the lateness of the season they were not likely to reach their destination, they desisted. The advice was sound and they did well to heed it. At that season of the year streams such as the Lewes river, which have for tributaries large mountain streams flowing over stony bottoms, may in a very short time be covered with floating ice. When low temperature prevails ice forms first in large lumps at the bottom of the smallest

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tributaries. After reaching a certain size, the blocks are detached as soon as formed, by the strong current and rising to the surface gather together. In a single night they agglomerate into solid cakes of thick ice through which it would be foolhardiness to attempt to force a passage.

It had been suggested that the best and shortest way to the coast would be the Lewes river; by adopting it I would run through Lake Labarge which is an expansion of the river and over 30 miles long. Over that distance at any rate I would not require to "track" the scow, and if fortunate I might even use the sail. A look at the river, which was running like a mill-race, soon convinced me that the Teslin river was preferable. Besides the swift current of the Lewes against which we would have had to ascend there were above Lake Labarge the portages of the White Horse rapids and Miles cañon, over which we could not possibly drag the scow. For these reasons I decided to return by the Teslin river as far as McClintock portage. "Tracking," which at the best is not a very cheerful occupation, and was rendered in our case a good deal harder owing to the lateness of the season, had to be resorted to as the only means of making progress. Taking turns at the line we managed to reach the miners' houses two and a half miles below the mouth of Marys creek, on the 7th of November. There was at the time eighteen inches of snow on the ground, enough to interfere with men travelling on foot and still too little for using snowshoes to advantage in a country thickly strewn with fallen trees and brush. The days following our arrival were occupied in looking for a place where the scow could be safely left and in dragging it there; also in breaking the road leading to the McClintock portage, which I had now made up my mind to follow. It was impossible for us, unprepared for the winter as we were, to try and reach Telegraph Creek, more than 230 miles away, by a route where difficulties of all kinds might occur at this time of the year. For instance ice might form along the shores of the river, in which case we would have to abandon the boat and proceed by land to Callbreaths post, then go over a portage of 165 miles through a country reaching an altitude of 4,000 feet where we would have to face severe snow storms. At Telegraph Creek we might possibly have to wait until February before the Stikine river was sufficiently frozen to safely travel over it. Although the route by Dyea or Skaguay was a new one to us, it was selected as being considerably shorter. We finally left the miners' houses on the 10th of November. At that date ice had not formed along the river's bank, nor did I see any floating down, although the thermometer for several days registered as low as 44 degrees below zero; but a steady falling of the water, averaging two inches a day, had however been observed.

On the flat where the miners' houses stand there is a narrow belt of good timber, mostly spruce of fifteen to twenty inches in diameter.

From Teslin river, we followed at first a branch trail which is the most direct and level road to the Indian trail, striking it at a distance of one and a quarter miles from the river. The Indian trail runs south-east for seventeen miles to a lake from which the McClintock river issues: I called it McClintock lake. The trail follows the left bank of Marys creek to within a mile of a divide, 500 feet above the level of the river at the portage, which occurs seven and a half miles from the river. Beyond the divide it crosses over to the southern side of the valley and follows it for another mile and a half to a small lake. Beyond this lake it crosses again to the opposite side which is now followed as far as McClintock lake, a further distance of six and a half miles. The lake being frozen, we abandoned the trail and walked on the ice to its outlet but only to discover that the McClintock river was still open and so low that no raft could be floated down on it. All that was left for us, was to take up our packs again and resume our wearisome journey, being careful to leave the river to our right so that should it be open the whole of its length it would not prevent us from reaching Marsh lake.

On the trip over the portage, the temperature was very low, the thermometer registering 44° below zero at noon and much less at night. On two occasions we had 52° and 56° below zero. Sleep in the open air was impossible under such conditions and the lack of rest soon began to tell upon us. Fortunately when seven miles from the forks we came across Mr. Mackintosh's party on their way to Teslin river; they told us that the river was frozen as far as Marsh lake, though somewhat unsafe. From this point

we abandoned packing and used sleighs for the rest of the trip. It was a welcome change and, we made at first good progress, for there were still large patches of glare ice but the further down we went the deeper the snow became and so dry was it that one might as well drag a sleigh over sand.

McClintock river flows out of the lake of the same name by two narrow channels separated by a small island: at low water they are obstructed by reeds and other aquatic plants. A short distance below the island the river is fully thirty feet wide and the bottom is stony. The water was so low at the time that the river was a succession of small rapids; these, however, must disappear at a higher stage of water. From McClintock lake, the river flows in a westerly direction down to the forks, a distance of nearly twelve miles. Here the direction is changed to a little west of south which is the general course down to the mouth of the river. In the upper reach, between McClintock lake and the forks, it receives from the south only one large tributary, Stony creek, which joins the river one and three quarter miles below the foot of the lake. Two large creeks flow from the north through deep ravines: the first one unites with the river half a mile below the mouth of Stony creek and the other one two miles further down. From the lake the river winds along the foot of the hills which limit the valley to the south, four miles below the lake these hills culminate in a high range of mountains which run parallel to the lower part of McClintock river, on the opposite side, benches commence a short distance east of McClintock lake and extend along the upper reach of the river to within a few miles of the forks. Below the forks the benches are on the east side of the river and they disappear near Marsh lake.

On the 22nd November we arrived at the forks of the McClintock river. They are formed by the main river and a large stream from the north. The latitude of this point deduced from observation is $60^{\circ} 39'$.

About half a mile above the forks, we came across an Indian fishery. This place is frequented during the summer by the Tagish Indians whose village is on the eastern shore of Tagish river, a stream connecting the lake of the same name with Marsh lake. Close to the fishery were several large "fish caches" strongly built of logs. The floor is lined with spruce and balsam boughs on which the dried fish are deposited. The roof is waterproof; the building is supported by tall posts and stands at least twelve feet from the ground. As a further protection against wolverines and other predatory animals which abound in this district, the natives had planted around these "caches" long and sharp pointed sticks. In their attempts to reach the "cache" by jumping, the animals fall on the sword-like sticks and are wounded or killed.

From the forks, the river becomes very crooked and the "S" shaped bends increase in number the further down we go. I am certain that by following the stream the distance between the forks and the mouth of the river is increased more than three times. I remember one place where we crossed a sixty-foot wide neck of land; we could not have gone around the bend of the river in less than half an hour. There are many similar places. To convey a fair idea of the sinuosities of the stream, I may mention that according to latitude observations taken along the river on two consecutive days the difference of latitude between the two points was $3' 30''$, equivalent approximately to four miles, but to advance that distance we had to travel by the river six hours, which, in allowing one and a-half miles an hour (not an exaggerated allowance) would make a total distance of nine miles.

The bottom lands through which the river meanders are nearly half a mile wide at the forks, but increase gradually towards the lake where they are fully a mile and a half wide. They are heavily timbered close to the river and bounded on both sides by benches from fifty to one hundred feet high. All the timber on the benches has been long ago destroyed by fire. I have no doubt that the river is navigable for canoes during the greater part of the summer.

GENERAL REMARKS ON THE M'CLINTOCK PORTAGE.

The total distance by the McClintock portage between Teslin river and Marsh lake is nearly forty miles by the trail. McClintock lake could be reached during the summer

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months by the river of the same name, thus leaving an overland portage of only eighteen and a half miles.

The portage may be divided into three parts. The first one between Teslin river and the outlet of McClintock lake is eighteen and a half miles long on a south-west bearing: the second from the lake to the forks is twelve miles long with a westerly bearing, and the third from the forks to the foot of Marsh lake is eight miles long in a straight line, its bearing being S. 20° W.

On the first stretch and at six miles and three-quarters from the miners' houses, we leave on the southern side of the portage a low pass which opens towards the south and in which are located the head-waters of Marys creek. Half a mile farther we come to a pond which is fed by springs bubbling from its bottom: it is the source of a creek flowing into Marys creek. A mile farther we reach the divide, 500 feet above Teslin river at the eastern extremity of the portage. With the exception of the last hundred feet or so, the rise is very gradual in this section of the portage. Marys creek is a small stream which a short distance above its mouth flows through low ground which must be flooded during the spring freshet: towards the east this swampy ground is separated from the river by a high bench covered with poplar and pine as thick as they can grow. At one and a half miles from Teslin river its valley is very narrow and formed on the southern side by high escarpments, but it soon broadens to a quarter of a mile towards the low pass above mentioned. Both sides are formed by hills, those on the northern side being the highest.

South of the divide are two prominent peaks, the highest being fully 5,500 feet above the sea; both have precipitous slopes facing north-east, but towards the south and south-west they break into hills extending along the south-western side of the portage and terminating at McClintock lake. These hills separate the valley occupied by the head-waters of the McClintock river from that in which the portage is at present located.

North of the portage is a row of high peaks which begin at the divide and extend for a few miles towards the west; the most easterly one is 6,750 feet above the sea. West of the peaks are low hills separated from the mountain range by a small stream and continuing with few interruptions to within three miles of the north fork where they rise into another mountain range running in a northerly direction.

From the divide the valley expands and the ground is slightly rolling for a short distance; then comes a flat covered with thick brush. Two small lakes receiving the water from mountain streams on each side form the head of a creek which after being joined by two more tributaries empties into McClintock lake. This section of the valley is brushy and from all appearances must be swampy. In approaching the lake, the creek runs between high sandy benches covered with small pine and poplar.

Six miles below McClintock lake are some lakes nestling at the foot of hills close to the river; near the lakes are high and precipitous cut-banks, the only ones noticed along the left bank of McClintock river.

Four miles further the McClintock receives its largest tributary; it flows from the north through a narrow valley reported to be nearly all cañon. The point where it joins the main river is known as the "Forks". Here the river makes a sharp turn to the south and its valley keeps that general direction up to Marsh lake.

Beyond the divide the trail follows the right bank of a small creek draining some small lakes at the summit and running into McClintock lake, a sheet of water one and a half miles wide and, as far as seen, two miles long. There are several islands in it. It lies at the junction of three valleys; the north-east valley is followed by the portage, while the south-east one is occupied by the head-waters of the McClintock river. Both unite at the lake into one wide valley in which flows the McClintock river as far as its forks.

On the southern side of the lake are high and rugged hills sloping up to a high mountain range six miles away; the trend of this range is a little west of south and it limits on the east the valley of the lower part of the river. Long terraces extend from its foot right up to the McClintock river. Along the lower part of the river some good timber still remains, but from the Forks to Teslin river the best has been destroyed by fire.

When travelling on McClintock river, we met several parties of miners bound for Teslin river.

On the 24th November we arrived at Mackintosh's main camp near the mouth of McClintock river and were cordially received. The next morning we left for Tagish post; it is built on the right bank of Tagish river which is five miles long and connects Tagish lake with Marsh lake. The post is about half way between the two lakes.

At Mackintosh's camp we had been warned not to attempt to cross the lake; it had been frozen over only a short time and was considered unsafe. We soon discovered that the advice had to be heeded if we wanted to keep out of trouble. We managed to extricate ourselves this time and during the rest of the voyage kept close to the shore. The post was reached on the 26th November. Sergeant Holmes, who in the absence of the commanding officer, was in charge, made us as comfortable as possible.

Tagish river was covered with drifting ice and we could not just then proceed. I waited a day to see if it would stop running, but the next morning not bringing any change I decided to return to Marsh lake and by getting around the open water, reach the western shore which I could follow as far as Tagish lake. On reaching the latter, we were informed that Lake Nares and the lower part of Lake Bennett were still open. However, we continued on our way, crossing to the south side of Tagish lake at a point a short distance above Windy Arm and following that side beyond the narrows which divides Lake Nares from Tagish lake.

Late in the afternoon, we observed over the western extremity of Lake Nares a low cloud, an unmistakable sign of more open water and more trouble in store for us.

That night we camped on the north shore of Lake Nares and close to the narrows which separate it from Lake Bennett. We expected that the miners who were camped across would come and ferry us to the opposite shore but as they did not like to risk their boats, we had to go back again nearly to the east end of Lake Nares before we could make the south shore.

There was no ice at all along this shore and as we did not care to abandon our sleds so soon, we had to drag them over the large boulders strewn on the beach. The next day we were travelling along the east shore of Lake Bennett, but instead of improving, the ground became worse; we were stopped several times by cliffs at the foot of which the waves were breaking and had to climb along the face of the cliffs dragging sleds and loads after us. Our progress was so slow and the work so exhausting that I decided to go back to the last miners' hut and induced some of them to take us in a boat as far as the nearest ice. After much arguing, pointing out to them that the wind would be in their favour on the way back to camp and that we would do all the work besides paying them a handsome price, I moved two of them to launch their boat. We rowed nearly eight miles and came to slush ice through which we could not force the boat, so we made for the shore and continued our voyage, walking over an occasional strip of ice in the deepest bays. About four miles above the west arm of Lake Bennett, is an island; from that point to its head the lake is narrow and for that reason was frozen. We made good time over it and reached the Mounted Police post on 1st December.

The country between Marsh lake and the head of Bennett has been so well described by Dr. G. M. Dawson and Mr. Wm. Ogilvie, who surveyed it in 1887, that no further description is needed. We had little inducement to stay at this place, and proceeded the next day to "Log cabin," twelve miles east of the post, and on the line to the White Pass. I followed the summer road over the hills, but when I reached the cabin, I was informed that a new winter route had been opened a few days before; it is located south of the summer trail, across marshes which are reported to extend quite a distance to the east and which are drained by a small stream flowing into Lake Lindeman.

On the 3rd December, though the barometer indicated unsettled weather, we started for the White Pass. With us were the Canadian custom officer and his aide, who had been delayed here by storms raging over the summit, and a few miners. We had not made more than five miles when we had to desist, owing to a severe snow storm which suddenly broke out. Our packs were left along the trail and we returned to the

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log cabin, where we remained until the 6th ; on that day the prospects for a successful crossing were fair and we decided to make another attempt.

Mr. Kilgour was taking a horse over the pass ; I arranged with him to pack our baggage as far as Skaguay. On the pass, which is reported to be 2,600 feet above the sea, there is a stretch of nearly twelve miles denuded of trees and exposed to the strong winds of the Pacific Ocean. The absence of any wood for fuel and the lack of protection against the weather, makes it one of the worst spots on the trail during the winter. Owing to the prolonged storms of the previous days, all traces of the trail had been obliterated under two feet of snow, so that a new road had to be beaten. At two o'clock in the afternoon our horse refused to go any further ; as it was out of the question to return to the log cabin, we had to kill him rather than leave him to freeze to death, and we again shouldered our packs. At dusk we had not reached the highest point of the pass. Things looked serious, for the wind had shifted to the north and was increasing in fierceness every minute. We plodded along through the deep snow, every one taking turn at breaking the road. Night was coming on fast and every one was nearly done out when we spied on the crest of a hill, three quarters of a mile ahead of us, a party moving towards us. This put new vigour in us, and half an hour later we met them ; they proved to be men accompanying the pack team with provisions for the Mounted Police ; they had left the ford early in the morning and had been all day making four miles. Here they were at the summit with animals nearly played out, a fearful cold wind beating them in the face, no shelter, no fuel and no road, for our tracks had filled with drifting snow about as soon as made. They certainly were in a worse predicament than ourselves ; still their safety depended upon keeping on the move. As for ourselves, we considered that we were now safe ; though night had set in, we could still see enough by moonlight to follow the trail made by the pack-train on the southern slope of the mountain, and which by its position was naturally protected from the north wind.

This pass is certainly a most treacherous place in winter ; one may start from the log cabin with fair weather prospects and when in the pass be caught by a sudden storm and find progress cut off both ways.

On the 7th of December we arrived at Skaguay having come down part of the way from the ford over the ice on the Skaguay. The same night, the steamer "Alki" arrived and we now took passage on her. At Fort Wrangell where we stopped a few minutes, I made inquiries about my instruments and personal baggage containing my notes on the Teslin region exploration, but was disappointed to learn that they had not yet been forwarded. We reached Victoria on 14th December. Three days later, having settled all accounts, I left Victoria for Ottawa, where I arrived on the 23rd December and reported for duty.

I have the honour to be, sir,
Your obedient servant,

ARTHUR SAINT CYR, D.L.S

No. 20.

REPORT OF J. J. McARTHUR, D.L.S.,

EXPLORATION OF THE OVERLAND ROUTE TO THE YUKON BY WAY OF CHILKAT PASS,

OTTAWA, 1st February, 1898.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report to you on the topographical exploration carried on by me last season, between the Lynn Canal by way of the Chilkat Pass, to Fort Selkirk on the Yukon river.

I left Ottawa May 17th and arrived at Juneau on the 30th. This town was crowded with people bound for the Klondike, and the outfitters were busy night and day filling orders.

I paid a visit to the mines and reduction works of the Treadwell Company on Douglas island or peninsula. They have 250 stamps running, already the largest mills in the world, and I was informed by the management that it was their intention to put in 500 additional stamps this winter. There is a remarkable body of ore here. It is on the surface and close to tidewater. The pit resembles an immense quarry. The ore is low grade, yielding but \$3.65 per ton, but it costs but \$1.50 to reduce it. In the Silver Bow basin, on the mainland, extensive hydraulic operations are carried on, and several quartz mines are being operated. At Juneau I met one of the members of the firm of Dalton & Co., and arranged for transportation as far as the Yukon, and supplies if required, at their trading post on the Alsek. The "Sound" steamers at this time were not running up Lynn Canal, and passengers and freight were carried from Juneau to Dyea by the steamer "Rustler." This small vessel was loaded to the gunwale each trip. I could not induce the captain to go out of his track and land me at Chilkat, so I chartered the steam yacht "Alert."

We left Juneau on the evening of the 4th of June. It was a fine moonlit night, and calm, and as we quietly steamed up the canal between the gigantic walls of snow-capped mountains, some over six thousand feet in height, the scene was enchanting.

Some miles after passing Berners Bay, when we were opposite Seward City, far up on the mountain side, we could see the lights shining at the Comet mine. Several very rich properties are being worked on the inside slope to the bay.

We arrived at Chilkat about 4 a.m. The village was wrapt in slumber, but a few sharp whistles transformed it into a scene of activity; in less than five minutes the entire population was on the beach. Chilkat village is about two miles from the mouth of the river, and situated on the west side of the peninsula which divides the Lynn Canal into Chilkoot and Chilkat inlets. It consists of three stores, one cottage, a deserted cannery, and about forty Indian huts, which are strung south along the beach. Pyramid island, so called on account of its profile when viewed from the north or south, is situated nearly opposite, about the middle of the inlet. Pyramid harbour, which takes its name from the island, is on the opposite shore. This is a very snug anchorage, except in early spring, when a north-east wind sometimes blows in the ice from the river. The water is deep off shore. There is a large cannery here, which annually puts up fifty thousand cases of salmon. They employ 150 hands, about one half of whom are Chinese, whose duties are the making of the cans and cases and the canning of the fish. The men and all supplies, provisions, lumber and tin are brought up every spring in a large ship which is moored in the harbour. There are two steam launches in

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connection with the cannery which are used to carry fish from Taku and Chilkoot inlets. As the cases are filled and labelled they are stowed on board the ship, and when the season is over she is towed by the two tenders out through Cross Sound to the open ocean, where she is left to pursue her own way to San Francisco.

Across the peninsula about two miles away, on Chilkoot inlet, is Haine's Presbyterian mission and school. The buildings are large and well built, and there are about 25 Indian huts. The natives here belong to the Thlinkit tribe. There is a fairly well sheltered anchorage opposite, and when the weather is rough, vessels from Skaguay and Dyea take refuge here. There is a portage road across the isthmus and many outfits for Dalton's trail land here. The tide flats at the mouth of the Chilkat river are more than two miles wide and extend to Gantegastaki village, which is on the east side about five miles from Chilkat. This village, in which there are several well built houses, is inhabited but a short time each year when the oolachens are running. This small oily fish is taken in great numbers in hand nets and thrown in a mass into a pit or an old canoe and left there for a certain time exposed to the sun. They are then scooped up with a broad shovel, having a hole in the centre, and held over cans and boxes; the oil escapes through the hole and runs into the receptacles and the refuse is thrown to one side. The run was just over when we passed in front of their village and the stench was horrible. Dried salmon and oolachen oil are the staple articles of food with these Indians.

I engaged a sub-chief of the Klukwan Indians, named Ihlekok, with two canoes, to take me as far as the mouth of the Klehini river. He was a prominent man among his tribe; his chief claim to distinction was that he had been amongst those who had looted Fort Selkirk many years ago. In going up stream the Indians rely nearly altogether on their sails. In summer time a strong wind blows up stream for several hours every day; sometimes when paddling down stream with the current it blows so hard that it is difficult to make headway. The stream runs from four and one-half to six miles an hour. It took us four days to reach Klukwan. This is one of the principal Klirdkit villages; it is about fifteen miles from tidewater and 115 feet above the sea. It consists of about 30 houses, some of them very large.

Years ago the mainland and island Indians made war on each other, and this village withstood several assaults. The natives take great pride in showing the marks of bullets and slugs imbedded in the timbers. In front of the chief's house were several old Russian cannon, and they showed us an ancient six-barrelled blunderbuss. A Russian vessel had probably fallen into their hands many years ago. In bargaining these Indians are very shrewd, and when they find out that you cannot do without their services are very exorbitant in their demands. Until recently they monopolized the fur trading with the Stick Indians of the interior. The latter were not allowed to bring their furs to the coast, but were compelled to give them to the Thlinkits at their own figure, and received in exchange cheap guns, blankets and trinkets. Chief Caotawat and a few others still make trading excursions and were quite exercised over the rumour that "King George" men were going to place a customs house on the pass. This chief is a stalwart intelligent looking Indian. He has great influence with his people, and is considered a pretty bad man. He has travelled more extensively than any other member of his tribe, having spent some years in California, in St. Quentin Penitentiary.

When Dalton undertook to establish his post, the Thlinkits did their best to intimidate him, and he owes his success to his indomitable courage. Caotawat tried hard to incite the Sticks against him and offered 500 blankets to anyone who would waylay him. These people had become favourably impressed with Dalton during his visits among them in the early 90's and were wise enough to see that a white trader among them would be a great advantage. In February, 1895, Dalton, accompanied by a Stick Indian, started from Chilkat to visit his post. Beyond the Klehini flats, at several points as he went along he cached provisions for the return trip. The Indians learning that he would be returning alone hit upon a unique plan to get him out of the way: they followed up his trail and stole his caches, knowing that without food on that long march through the deep snow he must perish. Fortunately one cache escaped their notice. Two Sticks accompanied Dalton on the return trip for two days, then left him to go on alone. When on the evening of the first day of his lonely tramp he came to his first cache, he found

everything gone ; some animal, as he thought, having taken it ; but, when he arrived tired and hungry at the second and found it empty also, the truth dawned upon him. Almost in despair he plodded wearily along towards the next cache, the one which his enemies had overlooked. When he arrived there and found everything all right he was so exhausted that he could hardly prepare his camp. He had travelled on snowshoes 50 miles without food or rest. Had he been overtaken by a storm when crossing the high summits, fatigued as he was, he could hardly have escaped. He managed to make this little provision do him until he reached Klukwan. Two other caches had been lifted. He made no sign to the Indians of his narrow escape, but remarked that a few of them appeared thunderstruck on beholding him.

We canoed our outfit about four miles up the Klehini, and while awaiting the arrival of the pack-train, accompanied by Ihlekok I started up the main Chilkat river. My intention was to explore the pass leading over the glacier divide to Lake Kusawah, but after one day's hard work and very little progress, I abandoned the trip. The river had overflowed its banks and we could not resort to tracking. The stream was too swift for paddles and in many places too deep for poling.

The vessel with the horses and cattle did not reach Pyramid harbour until June 21st. The weather had been fine and the river was booming. It was July 4th when the pack-train reached Klehini, and on the 6th we arrived at the cache at the end of the river flats, 840 feet above sea, and about 35 miles from tide water. There is a small plot of excellent land here and a luxuriant growth of grass. We found 15 tons of goods and provisions which had been hauled here in March. Dalton informed me that his four horse teams drew 80 cwt. per sleigh load. Here the Klehini river forks, one branch coming from a large glacier to the south-west and the other, the main stream, from the north-west through a thickly wooded valley.

On 7th July we separated from the cattle outfit and with four pack-horses started ahead. After leaving the cache the trail climbs by degrees along the east side of the valley and in a couple of miles we came to a beautiful park on a bench 1,500 feet above sea. There is excellent grass here. A wagon or railroad to the summit will have to attain this bench. To escape the heavy timber the trail now zigzags up a steep hill about 1,500 feet high and emerges from the valley upon an undulating, treeless, alpine country, thickly strewn with boulders and the higher land covered with heather. The soil is of a reddish brown colour and different grasses are struggling hard to gain a foothold among the many alpine plants. The trail continues on the high land for about four miles and then dips once more into the valley of the Klehini. The camp here is called Rainy Hollow. It is just at timber line, and there is extensive feeding ground, traversed by several tributary creeks. We follow up the Klehini about five miles to the lake at the summit of the pass. The banks are of sand and gravel and about 75 feet high, and the mountains on either side come down in undulating slopes. The altitude of the lake is 3,284 feet above sea. On the east side Mount Glave rises almost from the water's edge, a rugged peak 3,000 feet in the air.

The mountains to the west are rounded forms whose highest ridges are about 4,700 feet above sea. The trail passes along the base of these hills a couple of hundred feet above the lake. This divide leads over to another branch of the Chilkat which comes from the north-west through a broad treeless valley. Foothills come down on either side. The trail follows along the left side of this stream for about six miles, then crosses. The altitude at the crossing is about 3,000 feet. Boulders are thickly scattered over the surface and the side hills are in places wet and springy. There is evidence all along those valleys that conditions are changing. We cross large areas of dried up bog and muskegs, caused I judge, by the dwindling away of the dozens of glaciers which once filled the ravines on either side, and grasses are everywhere encroaching on the domain of the heather. We continue north about one mile over a low divide to a lake, the source of another branch of the Chilkat which flows north. For eight miles the trail goes along the shingle flats of the stream and then goes up on a bench on the west side and about forty feet above the river bed. Along the edge of this bench we travel parallel with the stream for more than a mile to Glacier Camp. Here is a fine bunch grass country. The valley is more than four miles wide and the surrounding mountains are between six and seven thousand feet in height. Back on the lower slopes are thin

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belts of spruce and there are a few scattered trees on the flats. The stream which we have been following continues north for another mile or so when it is joined by two large tributaries from the west and north-west, and then makes an abrupt turn through a sharp cañon and heads south-east to the main Chilkat which it enters, twelve miles above Klukwan. Our course from Glacier Camp is a little west of north, and after crossing the afore-mentioned tributaries we come to the height of land between the Chilkat and Alsek waters. The altitude here is 3,275 feet above sea, and it is sixty-nine miles from salt water. The divide is very flat and barely perceptible. There is bunch grass along here. A mile and a half further we come to a low flat, through which flows to the north-west a small stream, the Tatshenshini, a branch of the Alsek. It takes its rise in a good sized lake some miles to the south east. It is very tortuous and the valley which is marshy and about three quarters of a mile wide, lies between two ranges of foothills. The trail crosses to the east side, winds up and over a ridge and enters a parallel valley along which it continues about seven miles to Pleasant Camp, where we enter once more the main valley. Here the trail forks, the right branch goes up one of the tributary valleys which debouches a few miles ahead and leads over a high divide to Lake Kusawah. Opposite Pleasant Camp a large creek comes in from the west. The main trail runs north-west across a broad flat valley, overgrown with sage brush and bunch grass, about two miles to a large creek down which we follow a few hundred yards to the Tatshenshini. Altitude here 3,150 feet. Where we first crossed this stream it was but 15 feet wide and sluggish. Here its width was 75 feet and deep and swift. It was almost over our horses backs. Perched on top of the packs and hanging on like grim death to the cinch ropes, we escaped a wetting, although we presented a most ludicrous appearance. A short distance below here the river becomes cañoned and the lower benches are wet and hummocky with a bed of gravel underneath. They are thickly overgrown with sage brush and there are scattered clumps of spruce. To avoid this the trail climbs up into the foothills to the west and keeps along parallel to the river, at a distance of about a mile and a quarter. Two deep cañons are crossed. The country is high and treeless and in places thickly strewn with boulders.

There is a broad valley to the east from which issues a stream which swings and runs along almost parallel for a mile or so before falling into the Tatshenshini. The trail to Lake Kusawah goes up this valley. About a mile beyond the second cañoned ravine, the country falls towards the north and a creek comes down from the mountain side. We follow north along this stream for several miles. It then turns to the west, and we continue north through an undulating country thinly wooded, until we come once more to the Tatshenshini which here flows nearly west. It comes round in a bold sweep from the south east through a deep cañon. The banks are 325 feet high and directly opposite are precipitous. The descent to the valley is very steep, and the trail runs close along the river. I happened to be several miles in advance of the outfit when I came opposite Dalton's post. There were a number of Indian camps close by. I shouted, and a squaw made her appearance. On seeing me she gave a yell, and instantly about thirty Indians of all sizes, sexes and colours appeared. They had been expecting Dalton daily for nearly a month, and taking me for one of his men, they appeared frantic with joy. The cheers of the men, the firing of guns, the yells of the women and children and the barking and howling of about one hundred dogs made such a hullabaloo as I had never before heard.

The river was not fordable here and I started back, the crowd following along the other bank. When I came to my outfit, they had been overtaken by the pack-train and were looking for a crossing. The sight of us perched on top of the packs amused the natives greatly; many of them had never before seen a horse. When an animal floundered over the large boulders in the bottom of the stream, and the rider seemed in danger of going headforemost into the swift water, they screamed with laughter, but when we scrambled ashore, the women and children and many of the men fled like a flock of sheep. The crossing was about one mile above the post, and on our way there we crossed a tributary from the north, the Unahini river which comes from Klukshu lake. Wesketahin village is about a mile and a half to the west. Their gun-shots had been heard, and when we reached the store we found a large crowd gathered. When unpacking the horses the natives crowded around very much interested, and speculating

as to the contents of the different bales. They were much disappointed that Dalton was not along. They had suffered much from want in the spring, and were very anxious to secure provisions and goods. The salmon were late coming up from the ocean. Many of them had travelled for two weeks down streams to meet the fish, and then followed back up stream. The Tatshenshini river is here about 150 feet wide; it is deep and runs about seven miles an hour. There are several bad cañons some distance below here, and canoes are only used for crossing. This is a great salmon stream. The Indians hook them with a gaff on the end of a long slender pole. While we were here, salmon were taken which weighed seventy pounds.

In the house during the winter was stored a quantity of bacon, flour, tea, &c., and the Indians knew it was there and no one in charge; it speaks well for them that even when almost starving they never disturbed anything. White men do not always show the same respect for the goods of the Indian. Nunda-sayah, the chief from Lake Labarge who was here, told us that white men going down the Yukon this spring, broke into his house and stole a lot of furs and a Winchester rifle. The last animal to be packed was a newly-broken bronco. He had given much trouble at the start, but after a week's hard travel he seemed subdued. He must have become excited at the presence of the Indians and a loose strap irritating him, with a bound he broke from the man at his head, and started in to give an exhibition of bucking. He circled around us once or twice trying in vain to free himself from the sawbuck saddle, until one of the men roped him, and after a short fight he gave in. We looked around for the Indians. Two Indians were on a hill about two hundred yards away, and several more had taken to a canoe and crossed the river. The rest, men, women and children, had disappeared, nor did we see them again until after the pack-train had started on the back trail.

Wesketahin village, a mile and a half down stream, consists of about 25 houses, mostly built after the style of the Coast Indians; they are not weather-proof. When winter sets in, they pack their belongings up some wooded valley, and camp; a rude three-sided brush-shelter is built, and a cotton or canvas sheet makes it into a kind of shed. A long fire is built in front, and here they pass the winter, living on their supply of dried salmon and what game they may kill. From what I can learn, the climate here is about the same as on the North Saskatchewan. The snowfall never exceeds three feet and in early winter is very light. In March a thick crust forms and the Indians do most of their travelling then. The summers are very fine and the rainfall moderate. The altitude here is 2,520 feet. There is good land in the valleys and on the low benches, and I have no doubt that roots and the hardier vegetables would succeed well here.

The principal fur bearing animals are the bear and fox. There are six varieties of the latter animal, the black, silver gray, blue, creole, cross and red fox. They range in value from the black down.

The second day after our arrival, Dalton turned up accompanied by four others. He was greeted with great joy by the Indians who crowded around to shake hands and welcome him. He speaks the Thlinkit language which most of them understand. It was his intention to continue next morning on his way to the Yukon, but they were so unfortunate that he consented to remain two days and trade with them. Early next morning they were on hand each with his bundle of furs. They were admitted one at a time to the fur room in rear of the store. The pack was unfolded and business began. A skin was placed before the trader, who after closely examining it would make a price, which after some hesitation would perhaps be accepted. The skin was thrown into a corner out of reach, and from a package of yellow and red cards good for a dollar and fifty cents respectively the trader would pay him. Then another skin would be produced and so on. There was very little haggling as the prices offered were much more favourable than they were accustomed to receive from the Thlinkit traders. When all his skins had been disposed of, the Indian would hunt up his wife and children and approach the counter. They seem very good to their women and the fitting out of the wife seemed their first care. They are very improvident; it was sad to watch their packages of tickets growing smaller and see them passing over the good serviceable articles and picking out the dearest and most useless.

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Next day the cattle came along. Their approach was heralded by a lot of frightened squaws who saw them crossing the river about a mile up stream. None of those people had ever seen such animals and they clambered to the most inaccessible points to watch them go by. These Indians are very timid. They allow the coast Indians to impose upon them and are in great dread of the Copper and White River Indians. A short time before our arrival, a Yakutat Indian brought word that a band of Copper Indians were on the way to attack them; they all fled far down the river, and had but just got back. They seem pleased that white men are coming into the country.

Dalton intended to go ahead with his passengers and a couple of Indians to mark out his trail for the cattle and to make about fifteen miles a day. As this rate of travel would allow me to carry on my work I made arrangements to accompany him; he was to furnish me with a horse to come back. My assistant Rielly, I sent with the rest of my outfit to explore a pass leading to the north-west as far as the Kaskawulsh river, and to make a few ascents and secure photographs. On his return he was to follow up our trail to Hutshi village and await me there.

On the morning of the 15th July we started north up the valley of the Unahini. We were a party of nine, six white men, three Indians and nine horses. For the first six miles the river is cañoned and the trail keeps high up on the wooded hills to the west to avoid several deep ravines. Beyond, the valley is broad and the river flows for some miles through a marshy flat. At a distance of about ten miles from the post we crossed to the east side in which we continued for six miles to Klukshu lake and camped. Here is an Indian fishing camp and there are two or three huts. The lake is narrow and straight and about five miles in length. There is a broad and rather open flat along the west side, but on the east side the foothills come down to the water's edge. A well beaten trail starts to the north-west from here which leads, I think, to the Kaskawulsh river. Next morning we kept along the east side of the lake for a mile and a half and then our trail led us away to the north-east. The country was high and undulating and thickly timbered mostly with spruce and some poplar. We crossed several small creeks and a few narrow swamps, none of which were very bad. When about eight miles from Klukshu, we got our first view of Lake Dezadeash. It appeared to be a large body of water extending far to the north-west. A few miles further on, our trail turned more to the east and for some time we lost sight of the lake. When we next saw it, we were overlooking a broad valley from the east through which flows the Kluhini river which empties into Lake Dezadeash from Lake Frederick. A marsh extends along both sides of the stream for some miles from its mouth and we had to go three miles up for a crossing. North of the mouth of the Kluhini a point of mountain projects into the lake and a narrow defile separates this from the main range. Our trail led through this pass. To the right near the summit stands two conical buttes called the Squaw Tits. The valley through which the Kluhini comes is called the Skakwak and extends east to Lake Kusawah, and west to the St. Elias Alps. In line with this valley, Lake Dezadeash must be fully ten miles in width, and the valley west of the lake must be at least three miles wide. My observations used to delay me and generally I reached camp an hour or two behind the outfit. In the morning, immediately after breakfast, I started, sometimes with a saddle horse, but more generally without. In a few hours they would overtake and pass me. My work would sometimes take me to elevated points off from the trail and it was often rather late when I reached camp. The night of the 16th we camped at a small lake at the foot of the Squaw Tits. The mosquitoes up to this time had not been bad and we commenced to think that the stories we had heard of these pests were mere fabrications. We did not put up our tents and when we turned into our blankets a cool breeze was blowing and we were soon fast asleep. The horses had been driven ahead to feed. We were soon awakened by a stampede on the back trail. We thought at first some animal had started them, but we were not long in finding the cause. With them came a cloud of mosquitoes, I never met such vicious mites; like wasps, as soon as they alighted they got to work in earnest. The wind had fallen and it was quite sultry. Dalton took a blanket and started to head off the horses; he succeeded, and slept on the trail to prevent them passing. They kept tearing around through the brush all night, and the sound of the bells prevented us from getting much sleep. The flies kept up their operations after daylight appeared.

It was impossible to keep them out of the food when eating or cooking, and we had mosquitoes boiled with rice, fried with bacon, warmed with beans, and in fact everything had more than a flavouring of mosquitoes. At first we attempted to pick them out of the food, but for every one we picked out, two would drop in. We soon got used to swallowing them, and I think some of us were almost glad of the chance to get even.

A small creek flows north out of the lake beside which we camped. The trail leads through a dry and very hummocky muskeg for a mile or so. Underneath the thick layer of moss are large boulders and angular fragments of rock. When we escape from this, the country continues comparatively level, but is thickly strewn with immense boulders for a couple of miles. We come to a pretty lake about a mile and a half in length extending east and west. The trail follows along the northern side for some distance on a high plateau of sand and gravel. We shortly come once more in sight of Lake Dezadeash. It has almost described the figure S. The two stretches visible from here are narrow; we can see the northern end where it discharges. We now begin to descend along the crest of a sandy ridge parallel with the last stretch of the lake, and in a couple of miles reach an undulating flat, slightly elevated above the water. The trail comes close to the end of the lake where the Kaskawulsh river discharges, forty-six miles from Dalton's post. A short distance from the outlet, its width is about fifty feet; it is deep and rather sluggish. Its course through a broad flat is very tortuous. There are some fine hay lands along here. A couple of miles ahead the valley contracts and the trail leads up a high bench on which it continues for six miles when it again dips into the valley which is here broad, and contains several large marshy lakes and good hay lands.

On the west side of the river and north-west from here, is a peak about 6,000 feet above sea which has a striking appearance when viewed from the north or south. I named it Mount Bratnober after a member of the party. The valley for many miles is rather thickly wooded and without feed for the horses, so we had to make a forced march and camped on the river about nineteen and one-half miles from Lake Dezadeash, and twenty-nine and one-half miles from our camp of the night before. Next morning we continued north along the Kaskawulsh for about three miles where it turned abruptly and flowed to the west. We were now in the centre of a broad valley, about five miles in width, which extended west as far as the St. Elias Alps, and east as far as the Takhini river. The Indians informed us that the river continues west in this valley for about fifteen miles where it is joined by a large branch from Aishihik lake and its course changes abruptly to the south parallel to its first course. After leaving the river we come to a small creek which leads to the height of land between the Alsek and Yukon waters. The altitude of this pass is 3,100 feet. After crossing the summit we traverse some muskeg with good bottom and follow along some loose sandy ridges, to the left of a broad creek bottom, which flows north to the Mendenhall river. The trail then turns west over a wooded ridge and at about four miles from the divide we come to a large rocky creek also flowing to the Mendenhall. The two valleys unite here, and we follow along the west side on a high grassy ridge of sand and gravel for a few miles and come to the valley of the Mendenhall. The flat is about a mile wide and the river is crossed on a substantial bridge erected by Dalton the preceding year. We camped at a creek about three miles from here. There is a splendid grazing country all along this valley and a good deal of hay land. We reached Hutshi village early on the 19th about four and one-half days from Dalton's post—98 miles distance. Benches of sand and gravel extend all along the valley, and wherever we prospected we found that they carried gold.

Hutshi village consists of two houses and the frame of another. The situation is beautiful. The three Hutshi lakes are connected with one another by creeks and outlets both ways—south by the Mendenhall and north by the Nordenskiöld. Pike and white fish abound. Dalton's old trail keeps down along the Nordenskiöld to Fivefinger rapids on the Yukon. He decided to try a short cut from here to Fort Selkirk. On the morning of the 20th we crossed the valley between the two lakes, about half a mile south from Hutshi, and followed a trail in a north-westerly direction up a large creek. After a mile or so we climbed out of the creek bottom and for some miles travelled through

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an open forest along the bench. It began to rain heavily about ten o'clock. After travelling about nine miles we left the creek and the timber and started up a long slope thickly covered with high brush. We were enveloped in a dense fog and the trail was very faint. Shortly after crossing the summit of the ridge which had an altitude of 4,600 feet and over another height of land between the Alsek and Yukon waters, it cleared and we got a distant view of Lake Aishihik. The slope on the other side was very gradual and the character of the country the same. About three miles from the divide we came to a small lake and the trail divided. The Indians informed us that the right branch led down to a canoe landing on Aishihik lake, and the left to the west, to a fishing ground at its outlet. We took to the left along high ridges of sand and gravel for a couple of miles and then descended gradually through a lightly timbered country to a beautiful valley and camped on a creek which ran between two good sized lakes tributary to Aishihik. Next morning the trail led us south-west across a beautiful piece of prairie and in a short time we came to a creek, the outlet of the two lakes just mentioned. We followed it to where it empties into a river, the outlet of Lake Aishihik. This stream was one hundred and fifty feet wide, two feet deep and very swift. It connects Aishihik with another large lake a little more than a mile to the south. The trail ended here. In summer the Indians in travelling make use of canoes on these water stretches, and of course in winter leave no lasting track. The prospect ahead was not very cheering. The mountains came down almost to the water's edge. It was impossible to travel along the shore, and we had to climb up to a bench more than 2,000 feet above the lake. We opened a trail, and after considerable delay and trouble got all the animals safely to the top. The route for the rest of the day was very difficult and trying to man and beast. There were long stretches of mossy hummocks, underlying which was a layer of large boulders and broken fragments, which made it very dangerous for the horses, and long slopes thickly covered with high brush through which we had to force our way. We camped that night at an elevation of 5,000 feet on a wet mossy slope. It froze hard during the night and we had to break the ice in the small pools in the morning. Our experience the next day was much the same, travelling north, nearly always in sight of one of the many stretches of the lake and again we made a high camp in the moss country. Shortly after starting next morning we reached the summit of a high ridge and could see the northern end of Aishihik lake, and were abreast of the northern end of another large lake to the west, which extended to the south and emptied by a river four or five miles in length, flowing north-east into Aishihik. Where this stream empties there is a labyrinth of islands; we could see smoke curling up near there, and judged it to be near Aishihik village. A large creek enters the first lake from the north-west, about a half mile west of the outlet. This body of water which the Indians call Takulman, is from a mile and one-half to two miles in width and extends for twelve or fifteen miles to the south and must have one or more large feeders. Dalton tells me that about the middle of the large Kluahne lake which lies far to the west of here, a large stream flows out to the east. I would not be surprised to learn that it flowed into this lake, in which case Kluahne would be tributary to both the White and Alsek rivers and it would be possible to travel by canoe from Klukshu lake to the Yukon. Dalton decided to cross the river where it emerges from the lower lake. We found it to be about one hundred and fifty feet wide, and two feet deep. We were now in a beautiful flat country, free from moss, and nothing to impede our progress. We passed wide of Aishihik, and in a short time came upon a well-trodden foot trail leading in our direction. The Aishihik lake depression continues to the north, and there are several tributary lakes. Near the end of the most northerly and largest one, a large water-course comes down from the west and splitting on a moraine which forms another height of land between the Alsek and Yukon waters, it enters the valley. One-half flows into the lake, and the other half flows to the north along the base of the mountains which the trail follows. A few miles more another stream joins from the west, and coursing through a broad flat cuts right (east) across the wide valley to the foot of the mountains, and then turns north. Crossing this flat we kept north along the middle of the valley and camped at a small tributary creek. We had come twenty-six miles and felt in good spirits. The open valley was here about two miles wide, and we could see that

we were soon to fall into a large valley running east and west. Next morning, the 23rd, when we had travelled about five miles and had entered the large valley, the trail divided, one branch going to the west and the other making straight across for a gap in the mountains opposite. We crossed the valley and at the other side came to a large stream flowing to the west. The creek that we had been following emptied a short distance above. The Indians called this the Tahte river. They did not agree as to its course, one declaring that it was a tributary to the White river, and the others that it flowed into the Yukon. I wished greatly that circumstances had allowed me to explore it to the west; the depression continues to the east as far as the Nordenskiöld, and may furnish an excellent route for a rail or wagon road to the mouth of White river or some point below Selkirk. We entered the gap, and after passing over a low divide came to a creek coming through a valley from east of north. As we went along, there were indications that we were once more entering the moss country. We camped at a sharp turn in the valley which now came from the north-west. The creek bed was covered with white rusty quartz, and one of the party when washing picked up a piece in which gold was visible without the aid of a glass.

Next day we were again in the moss country, climbing over high ridges and through deep ravines, and both men and horses were pretty well used up when we camped. The streams all ran right across our course, and we had to go over the intervening ridges, many of them being 5,000 feet high. The country was as if covered with a huge sponge, and oft-n the higher we climbed the wetter it became. It was generally driest down in the creek bottoms close to the stream. The moss continued until we were within about eight miles of Selkirk. On the evening of the 29th we camped on a large creek flowing to the east, which we knew to be the stream that entered the Lewes about six miles above the mouth of the Pelly. Next morning we cooked the last of our provisions for breakfast, and glad that we were nearing our destination, we got an early start. One member of our party was legal advisor to the company which owned the trading post, and he had letters to the officials which would secure for him anything he might want. Several wagers had been made along the road and bottles of old Scotch lost and won. All bets were to be squared at Fort Selkirk. Of course there would be plenty there; whoever saw a trading post without it. About 11 o'clock we came over the brow of the hill and sighted the buildings, and in a short time we drew up at the store. Dalton's first question to the man in charge was "How are you off for chuck?" "Chuck? Got none." "No flour?" "No." "No bacon?" "Nothing." Here was a fix. As I came along that morning, I had pictured in my mind a well stocked old Hudson's Bay post; it was a rude awakening. The only thing edible in sight were slabs of dried beef nailed to the side of the house up under the eaves. The man informed us that we might get some dried salmon from Indians who were fishing at the mouth of a creek about thirteen miles down the river. We had become reconciled to the situation, and our comrades who were bound for Dawson were looking to purchase a boat to take them down, when we saw a white man coming down along the river bank. As he came near, Dalton recognized him as a trader from Dawson. He had two large scows moored in a slough up stream and was doing a little trading with the Indians. He not only sold us enough provisions, but offered to bring our four comrades down to Dawson, and inside of an hour they were under way. He had four horses on board and about six men. He expected to reach there in forty-eight hours. A couple of row boats touched here in the evening on their way to Dawson. The clerk here keeps a register in which every passer-by signs his name. According to it, up to the last day of July, 1,149 people had gone past. About four o'clock next day two men came up the river poling a small skiff. One of them, Peterson, I had met in 1894, trading on the coast, and Dalton knew them both. Although they were in a great hurry we prevailed on them to camp, and far into the night they regaled us with stories of Dawson and its people. They intended to pole up as far as Fivesinger rapids and then take Dalton's trail. They proposed travelling very light and making quick time as they had to go to Seattle on a mission and return to Dawson over the Dyea pass before the freeze up. I gave them a note to my men at Hutshi telling them to assist them. A short distance west of the store are several unoccupied buildings belonging to the English Church mission. This is a magnificent site for a

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town and no doubt if the country develops as expected this place will be of importance. The North-west Mounted Police have a reserve of forty acres surveyed here, and the trading company have made application for 640 acres. August the 31st, we started on the back trail, and about noon on the 5th we met the cattle at the Tahte river. They had come this far without mishap, and had gained flesh. I camped with them that night and next morning bade good-bye to Dalton and his men. Accompanied by my Indian with a packhorse I started for Hutshi. We reached Aishihik in the evening and found the most wretched Indians I ever had come across. The entire band consisted of two men, one very old and troubled with St. Vitus dance, and the other a young man utterly helpless with rheumatism, two women, one very old, and two small boys. They were almost naked, and seemed to pass their time catching fish and eating them. I reached Hutshi, sixty-miles from here, on the evening of the 8th and found Rielly waiting for me. He had been there sometime and his supplies were running low. A few days before a party of five coming out from Dawson swooped down on him. They left Selkirk with one packhorse which escaped from them when a couple of days out. They were following the Lewes to Fivefinger rapids, there to take the Dalton trail. They had one hundred pounds of gold with them, which along with their blankets and provisions made rather heavy loads divided amongst them. In spite of the fact that they had an Indian guide and another member of the party who had been over the trail the year before, they got lost and wandered for days among the hills. When they reached Hutshi they had not eaten anything for two days. Rielly fed them for a day, and gave them a small quantity to take with them telling them that there was a sheep outfit coming along. They starved for another couple of days before they met the sheep and were badly used up when they reached Dalton's post, where they met the pack-train. Peterson and his comrade had not yet arrived, but turned up after dark. They had been led astray by the trail made by the other gang and had also gone hungry for a day or two. They stopped with us until the following evening, and started off pretty light for Dalton's. After they left my Indian looked apprehensively at the small supply of provisions and asked me how long it would be before we would get back to the post. I told him in about ten days. When I awoke next morning the Indian was gone, for which I felt very thankful. He had a little dried meat of his own which he had got at Aishihik, and started to overtake Peterson. You cannot get an Indian to travel alone.

We went along the trail towards Fivefinger rapids, a distance of fifteen miles, and climbed a round mountain to the left, about 2,500 feet above the valley. It is about five miles to where the Nordenskiold issues from Hutshi lake. The trail climbs by two or three benches up to a high plateau several hundred feet above the lake and then dips again into the valley of the Nordenskiold a short distance from the lake. It then continues along the left side of the valley. The river flat is in places half a mile wide, and there are a number of hay marshes. From the top of the mountain where we climbed, I could follow the course of the river for many miles. The country remains the same, the river valley wide with benches of sand and gravel.

We returned to Hutshi at noon on the 13th, and after lunch started for the Takhini. We followed back on our trail as far as the bridge over the Mendenhall where we camped. Next morning instead of crossing the bridge we continued on the east side of the valley. A few miles down, the river enters a lake which is about five miles in length; we kept along the left and reached the lower end about noon. After lunch we crossed the Mendenhall as it issues from this lake, and in a few miles we entered the wide east and west valley through which the Kaskawulsh runs. The Mendenhall runs southerly across the valley to near the middle, then turns abruptly and flows easterly to the Takhini. Here we left our horses and outfit, and Rielly and myself with a small allowance of food started for Lake Kusawah. There is a beautiful grazing country along this valley, which no doubt will soon be taken up. There are a number of fine hay meadows and plenty of shelter. The timber is poplar and spruce. We crossed to the eastern side of the valley and came on a trail along which we travelled for about ten miles, where it crossed the river and struck to the south and east. In about six miles we came to the top of a high ridge overlooking the valley of the Takhini. It was very tortuous and flowed through a broad valley between cut-banks about twenty-five feet high. The trail worked down into the valley and in a couple of miles we came close to

the river and continued along it for a mile or so to the ford. I was instructed to examine the river as to its navigability with flat bottomed river steamers. Where it issues from the lake, it is almost a rapid and shallow. The current at the ford is about eight miles an hour; immense boulders are numerous and the shallows in places extend clear across the stream. Islands are numerous in the first few miles, and there are some sharp bends where the whole stream is thrown against the cut-banks. The river continues rapid for more than ten miles from the lake. Where it is confined to one channel it is about one hundred and fifty feet wide and is deep. I do not think that a steamer could be brought up into the lake.

On the bank of the river, about half a mile below the ford, we came upon a grave. A little handboard gave the name of Ingram, who was supposed to have been starved to death or killed by Indians. When discovered the head was separated from the body. Buried by William Dickenson, a Thklinkit half-breed trader. Ingram and a partner entered the Yukon by its mouth, and after spending some years prospecting, started up stream for the coast. They had no map of the country and were warned to keep the right hand stream at the first fork above the mouth of the Pelly. By some chance they missed seeing the mouth of the Hootalinqua, the stream they were to avoid, and when they arrived at the Takhini they took the right hand stream. They poled up the latter until they came to the rapids. I suppose that their provisions had given out, and about ten miles of very swift water was too much for them to overcome in their weak state. No doubt before the end they must have realized that they were on the wrong stream. I did not learn if the other body had been found. A prominent peak east from the ford I have named Mount Ingram.

It was getting dark as we started for camp. It was a moonlight night and we did not have much difficulty in keeping to the trail. We arrived about 3 a.m., and snatching a few hours sleep, we packed up and started for Wesketahin. We travelled eighteen hours out of every twenty-four until we arrived there on the 18th August. We were feeling rather light; for ten days we had been on half rations, and for the last three days our fare consisted of boiled rice and some mouldy cariboo meat. We recuperated at Dalton's post for a couple of days.

A woman had died of consumption the day we arrived and a big potlatch was taking place. She was to be cremated on the morning of the 20th and we intended to witness the ceremony, but when we arrived in the village, about 8 o'clock in the morning, it was all over. The fire had been started at sunrise. From a description I got from the interpreter I was glad that I missed it.

On the morning of the 21st we started for salt water. At Glacier camp we met the pack-train and travelled back with it to Rainy Hollow. The head packer accompanied us another day's journey down the Klehini to take back the horses. The one government horse I sent back with the others. Dalton intends trying the experiment of letting a few horses winter on the Kaskawulsh, and he was to turn mine out with them. I have no doubt that if they are in a fair condition when let loose, they will pull through. I went ahead to Klukwan and with great difficulty got an Indian to go up the Klehini after my outfit; I had to pay him an extortionate price, but there was no help for it. We reached Chilkat on the 28th August.

ROUTE FOR WAGON AND RAILROAD.

Pyramid Harbour is on the west side of Chilkat Inlet, about one and one-fourth miles from the tide flat. In the harbour the water is deep off shore. The teredo is very destructive in these waters. The tide flat extends for nearly three miles. The beach is thickly strewn with large boulders. The mountain side is rather precipitous and thickly timbered. Along the foot of the hill the surface is very springy and quicksands are numerous. Piles will have to be driven all along here, and are to be had on the spot. Opposite the first Indian village the valley of the Chilkat is more than two miles wide. From the end of the tide flat to the Takhin creek, about nine and a half miles from the harbour, the country is level and thickly wooded. About half way, the Katzekahin creek comes in through a broad shingle moraine. It is spread out into

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several shallow channels. There is a good crossing of the Takhin a short distance up from its mouth and the next six miles along the river level is thickly timbered.

At ordinary stages of water, the wagon trail keeps up the middle of the river flats crossing and recrossing the many channels. There is a range of thickly wooded foothills along the west side of the valley, and for a couple of miles at places the river sweeps into the steep slope. Along here several short bridges will have to be built or some rock cutting will have to be done. At the mouth of the Tisku which comes in opposite Klukwan village through a gap in the foothills is a gravel moraine, three and one-half miles wide, which forces the Chilkat to the eastern side of the valley. The height here is one hundred and fifteen feet above the sea. Between the moraine and the mouth of the Klehini is a low flat which extends a couple of miles back to the foothills and is flooded at high water. A good road can be found along the base of the hills, a distance of three miles to the Klehini which we strike about three miles from its mouth. The river flows through a flat more than a quarter of a mile in width and which extends thirteen miles to the west, where its altitude is 840 feet above the sea. Here the stream divides, one branch coming from a large glacier to the south-west and the other, the main stream, coming through a densely wooded valley from the north-west. After leaving the flat at Dalton's cache, the trail winds up the side of this valley until in a couple of miles it reaches a bench at an altitude of 1,500 feet. A railway will have to attain this point, and the ascent should commence nine miles back at the mouth of the first creek which falls into the Klehini from the north, about seven and a half miles from its mouth. The work would be along a side hill of clay and gravel, and I do not think that there would be any rock work. From this 1,500 foot bench to the summit is about ten miles, and the difference in height is 1,780 feet. One-half the distance will be through timber along side hills and will cross the main stream and several small tributaries; the remainder along gravel benches through an open country to the summit—3,280 feet. I do not think any rock will be encountered. From this divide to the height of land between the Alsek and Chilkat waters is about nineteen miles. The route lies through an open slightly undulating valley which presents few more obstacles than an ordinary prairie country. The altitude of the height of land is 3,250 feet, and the slope from either side is hardly appreciable. The Tatshenshini, a branch of the Alsek, flows north-west through a marshy valley about three quarters of a mile wide. Along the eastern side a good open route can be found for thirteen miles, to the mouth of a large tributary from the east. The altitude here is 3,150 feet. It is about eighteen miles from here to Dalton's post, which is on the bank of the river, 2,520 feet above sea and ninety-four miles from saltwater. Although no great engineering difficulties will be met with in this stretch, the work will be much more expensive than for the last forty miles. About two miles down, the river becomes cañoned with banks of shale from fifty to two hundred feet and some sharp tributaries will have to be crossed. The Tatshenshini at Dalton's is about one hundred and fifty feet wide and is joined about half a mile to the east by the Unahini river which comes from Klukshu lake, sixteen miles to the north. A cañon begins about one mile up from the mouth of this tributary and extends for six miles, the sides are of clay, gravel and shale, from fifty to one hundred feet high, foothills come down on either side, and there are several tributary ravines. Beyond this cañon the valley expands, and the river flows for long stretches through marshy flats, along which a good road bed is to be found on either side. The valley is thickly wooded. From the southern end of Klukshu lake to the crossing of the Kluhini river a distance of twenty miles by following, more or less, the general route of the pack-trail, no heavy work or extraordinary grades would be encountered. The country is undulating with very little soft ground and thickly timbered.

From the Kluhini crossing, 2,650 feet, we had to climb to a local divide, about four and a half miles distant, whose altitude is 3,295 feet. The ascent is along a sandy side hill. From this summit we descend along a broad creek flat a distance of ten miles to the north end of Lake Dezadeash. The Kaskawulsh river flows out from here, and the route follows it for twenty-one miles. Along this stretch there will be no very heavy work, but considerable cuttings along side hills of gravel and clay and a good deal of curvature. When we leave the Kaskawulsh the altitude is 2,600 feet, and it is six

miles to a divide which is the height of land between the Alsek and Yukon waters. The altitude is 3,100 feet. It is an undulating rise through a sandy country, thickly wooded. From this summit we descend a distance of eight and a half miles through a creek flat to the Mendenhall river—2,600 feet. It is seventeen miles more from here to Hutshi village. The work will be light. Along the lakes there will be a good deal of side hill cutting through sand and gravel. The lake extends five miles beyond Hutshi, and the work will be much heavier than usual. The benches are in several places several hundred feet above the water, and spurs of shaly rock come down to the edge. The Nordenskiold flows north-easterly out of the lake, and is about sixty-two miles to where it falls into the Yukon, about fifteen miles above the Fivefinger rapids. From Hutshi lake the Yukon will be the least expensive portion of the road. It will be altogether along hard benches of gravel and sand.

A wagon road would follow the general route of the present pack-trail except in a few places. The distance from Pyramid Harbour to below the Fivefinger rapids is about two hundred and seventy-five miles, and a permanent wagon roadway could be built for \$60,000.

I have the honour to be, sir,
Your obedient servant,

J. J. McARTHUR, D.L.S.

Department of the Interior.

N . 21.

Examination Papers of the Board of Examiners for Dominion Land Surveyors.

Examination for admission as Articled Pupil.

PENMANSHIP AND ORTHOGRAPHY.

TIME, 3 HOURS.

No. of marks { Penmanship, 50
{ Orthography, 100

Write a composition of not less than 200 words on "Camping life in summer."

ARITHMETIC AND LOGARITHMS.

TIME, 3 HOURS.

No. of
Marks.

- | | |
|--|----|
| 1. Divide 105702350981347263 by 576. Show the best method of performing such a division to lessen the chance of mistake. | 12 |
| 2. Find all the prime numbers existing between 1 and 75. | 13 |
| 3. Show that the product of the G.C.D. by L.C.M. of two numbers is equal to the product of the numbers themselves. | 12 |
| 4. Show that if the numerators and denominators of several fractions are added term by term the resulting fraction lies between the less and the greater of the given fractions.
<i>i. e.</i> | 13 |
| $\frac{3 + 8 + 11 + 11}{4 + 9 + 7 + 6} < \frac{11}{8} \text{ and } > \frac{3}{4}.$ | |
| 5. Add $\frac{3}{4}$, $\frac{8}{9}$, $\frac{11}{7}$, $\frac{11}{8}$, together. | 12 |
| 6. Find the square root of $\frac{2}{7}$ to the nearest thousandth. | 13 |
| 7. Find the value of $\frac{2}{3} \sqrt{5}$ by logarithms. | 12 |
| 8. Divide 7.5 by .000025 by logarithms. | 13 |

ALGEBRA.

TIME, 3 HOURS.

No. of
Marks.

- | | |
|--|----|
| 1. Multiply together $x - 3$, $x - 1$, $x + 1$, and $x + 3$.
Divide $1 - x$ by $1 + x$ to five terms. | 14 |
| 2. Find the greatest common measure of | 14 |
| (1) $a^2x^4 - a^2y^4$ and $x^5 + x^3y^2$ | |
| (2) Divide $\frac{x^2 - y^2}{(x - y)^2}$ by $\frac{x^2 + xy}{x - y}$ | |

3. Reduce to their simplest form the following expressions :

$$(1) \sqrt{8 a^5 x^2}$$

$$(2) \sqrt{\frac{2}{3}} + \sqrt{\frac{2}{5}}$$

$$(3) 5\sqrt{x^5} \times 8\sqrt[3]{x^4}$$

$$(4) \sqrt{10 a^3 x} \sqrt[3]{y^2 z^4}$$

$$(5) (8\sqrt{xy} - 2ax + 3\sqrt[3]{z^2}) - (5\sqrt{y} - 2\sqrt[3]{z^2} + 5x)$$

14

4. Solve the following equations :

$$(1) \frac{4}{5}x - \frac{5}{4}x + 18 = \frac{1}{5}(4x + 1)$$

$$(2) x^2 + \frac{2x^2}{3} - \frac{x^2}{2} = x$$

$$(2) \sqrt{x-2} = \sqrt{x-8}$$

15

5. A cistern can be filled by one pipe in 16 minutes, and emptied by another in 20 minutes. Supposing it at first empty, in what time would it be filled when both pipes are running.

14

6. Solve the following equations :

$$(1) \begin{cases} ax + by = c \\ mx - ny = d \end{cases}$$

$$(2) \begin{cases} \frac{x}{8} + \frac{y}{9} = 42 \\ \frac{x}{9} + \frac{y}{8} = 43 \end{cases}$$

$$(2) \begin{cases} \frac{x}{9} + \frac{y}{8} = 43 \end{cases}$$

14

7. A and B run a mile.

First A gives B a start of 44 yds. and beats him by 51 seconds ; at the second heat A gives B a start of 1 minute 15 seconds and is beaten by 88 yards.

Find the times in which A and B can run a mile separately.

15

PLANE GEOMETRY. (1st PAPER.)

TIME, 3 HOURS.

No. of
Marks.

1. How to bisect a given rectilineal angle, give demonstration.

14

2. To describe a parallelogram that shall be equal to a given triangle, and have one of its angles equal to a given rectilineal angle.

14

3. If the bisectrix of two angles of a triangle are equal show that the triangle is isosceles.

16

4. The bisectrices of the angles of a rectangle form a square by their intersections.

14

5. Prove that the two diagonals of any quadrilateral is less than the perimeter and greater than $\frac{1}{2}$ of it.

14

6. The opposite angles of any quadrilateral figure inscribed in a circle are together equal to two right angles.

14

7. To draw a tangent to a circle at a given point of its circumference.

14

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PLANE GEOMETRY. (2nd PAPER.)

TIME, 3 HOURS.

	No. of Marks.
8. To describe a circle about a given triangle.	16
9. Show that the side of the inscribed hexagon is equal to the radius of the circle.	16
10. If two straight lines cut one another within a circle, the rectangle contained by the segments of one of them shall be equal to the rectangle contained by the segments of the other.	17
11. If from two points A and B , on the diameter of a circle and taken at equal distance from its centre, two parallel straight lines are drawn intersecting the same semi-circumference at M and N , show that $AM \cdot BN$ is constant.	17
12. If from a point on the diagonal of a parallelogram straight lines be drawn parallel to the sides, the two parallelograms thus formed, one on each side of the diagonal, are equal.	17
13. To construct a triangle when the angles and the surface are known.	17

PLANE TRIGONOMETRY.

TIME, 3 HOURS.

	No. of Marks.
1. Express 1.22462 of a right angle in grades, minutes and seconds, in degrees, minutes and seconds, and in circular measure.	14
2. Find the sine, cosine and tangent of 45° and 60° respectively; give demonstration.	14
3. A flagstaff 30 feet high, stands on the top of a cliff, and from a point on the sea shore the angles of elevation of the highest and lowest points of the flagstaff are observed to be respectively $47^\circ 45'$ and $46^\circ 15'$; find the height of the cliff.	16
4. Prove that in any triangle we have the relation. $a^2 = b^2 + c^2 - 2bc \cos A$	14
5. From two stations A and B on shore, 3,742 yards apart, a ship C is observed at sea. The angles BAC , ABC are simultaneously observed to be $72^\circ 34'$ and $81^\circ 41'$ respectively. At what distance is the ship from A ?	14
6. Find C when $B = 32^\circ 58'$, $c = 1873.5$, $a = 764.2$	14
7. Solve a right angle triangle when the hypotenuse and the difference of the other two sides are given.	14

SPHERICAL TRIGONOMETRY.

TIME, 3 HOURS.

1. Prove with the aid of a figure the following Napier's principle: "The sine of the middle part is equal to the product of the tangents of the adjacent parts."
2. In a right angled spherical triangle is known p a side adjacent to the right angle and P the angle opposite that side: show that

$$P < 90^\circ \text{ and } \begin{cases} p < P \text{ two solutions.} \\ p = P \text{ one solution.} \\ p > P \text{ no solution.} \end{cases}$$

3. Solve the following quadrantal triangle

$$\left. \begin{array}{l} h = 90^\circ \\ P = 129^\circ 10' \\ b = 62^\circ 46' 01' \end{array} \right\} \text{required } \begin{array}{l} H \\ B \\ p \end{array}$$

4. Show that $\cos \frac{1}{2} A = \sqrt{\frac{\sin \frac{1}{2} S \sin (\frac{1}{2} S - a)}{\sin b \sin c}}$
5. Given $a = 100^\circ$, $b = 85^\circ$, $A = 50$, required the remaining parts.
6. A side differing more from 90° than another side is of the same species as its opposite angle.

MENSURATION.

TIME, 3 HOURS.

1. The height of an equilateral triangle is 8; find its area.
2. In a triangle the perimeter is 60 feet, and the radius of the inscribed circle is 5 feet; required the area.
3. The sides of a quadrilateral are 25 yds., 35 yds., 45 yds., 55 yds., and the angle included by the sides whose lengths are 35 yds. and 45 yds. is 50° ; required the area.
4. Find the area of an octagon whose side is 1.
5. Express the area of a circle,
 - (1) In terms of the radius.
 - (2) do diameter.
 - (3) do circumference.
6. A sector contains 18° and its surface is 18 square feet; find its radius.
7. The side of an equilateral triangle is 3; find the area of the inscribed square.

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PENMANSHIP AND ORTHOGRAPHY.

TIME, 3 HOURS.

No. of Marks.....	{	Penmanship, 50
	{	Orthography, 200

Write a composition of not less than 200 words on "The Fishing Industry in Canada."

ARITHMETIC AND LOGARITHMS.

TIME, 3 HOURS.

	No. of Marks.
1. Find all the prime factors of 54252.	10
2. Reduce $\frac{5}{7}$ to a decimal fraction.	10
3. Reduce to a vulgar fraction 0.365.	10
4. Find the number of seconds in 1 day 15 hours and 24 minutes.	10
5. Give all the common divisors of 539,833 and 5929.	10
6. Find the sum of $3\frac{2}{3}$, $9\frac{7}{8}$, $6\frac{1}{4}$, $11\frac{5}{8}$.	10
7. A year contains $365\frac{1}{4}$ days; a lunation (the interval of time between two consecutive full moons or new moons) is equal to $29\frac{499}{840}$ days. What is the shortest interval of time which is at once a whole number of years and a whole number of lunations?	10
8. Find the square root of 978121.	10
9. Solve by logarithms $\sqrt[3]{\frac{37.5 \times (.78)_2}{12.5 \times 5.9}}$	10
10. Solve question 8 by logarithms.	10

ALGEBRA.

TIME 3 HOURS.

	No. of Marks.
1. What is an axiom? Give those generally accepted in Algebra.	8
2. Add $ax + by$ and $bx + ay$.	8
3. Multiply $(a + b)$, $(a - b)$, $(a^2 + ab + b^2)$ and $a^2 - ab + b^2$ together.	8
4. Show that $\frac{a^{m-n}}{1} = \frac{1}{a^{n-m}}$. What principles would you infer from this relation?	8
5. Divide $x^m y^n$ by $x^{\frac{m}{2}} - y^{\frac{n}{2}}$; give the first four terms.	8

- | | |
|--|----|
| 6. Factor the following : | 12 |
| $\begin{array}{l} x^2 + 13x + 42. \\ x^3 + x^2y + xy^2 + y^3 \\ \text{and} \quad a^{16} - b^{16}. \end{array}$ | |
| 7. Reduce $\frac{(a+b)^4 - (a-b)^4}{8ab}$. | 8 |
| 8. Add $\frac{a}{a-b}, \frac{b}{b-c}, \frac{c}{c-d}$. | 8 |
| 9. Reduce $x^2 - xy + y^2 + \frac{3x^2y + 3xy^2}{x+y}$. | 8 |
| 10. Multiply $\frac{b^2x^4 - b^6}{x^2 - 2bx + b^2}$ by $\frac{x^2 - b^2}{bx^2 + b^3}$ | 8 |
| 11. In the composition of a certain quantity of gunpowder, $\frac{2}{3}$ of the whole plus 10 lbs. was nitre ; $\frac{1}{8}$ of the whole minus $4\frac{1}{2}$ lbs. was sulphur, and the charcoal was $\frac{1}{7}$ of the nitre minus 2 lbs. Find the quantity of the powder, and also the quantity of each of the ingredients. | 8 |
| 12. A sets off from Montreal to Quebec, and B at the same time from Quebec to Montreal, each travelling at a uniform rate. A reaches Quebec 16 hours, and B reaches Montreal 36 hours after they have met on the road. Find in what time each has performed the journey. | 8 |

PLANE GEOMETRY (1ST PAPER).

No. of
Marks.

TIME, 3 HOURS.

- | | |
|--|----|
| 1. If two angles of a triangle be equal to one another, the sides also which subtend, or are opposite to, the equal angles, shall be equal to one another. | 16 |
| 2. The three interior angles of every triangle are together equal to two right angles. | 16 |
| 3. If a straight line be divided into two equal parts and also into two unequal parts, the rectangle contained by the two unequal parts, together with the square on the line between the points of section is equal to the square on half the line. | 16 |
| 4. If in a circle two straight lines cut one another, which do not both pass through the centre, they do not bisect one another. | 16 |
| 5. To inscribe an equilateral and equiangular pentagon in a given circle. | 18 |
| 6. If the vertical angle of a triangle be bisected by a straight line which likewise cuts the base, the rectangle contained by the sides of the triangle is equal to the rectangle contained by the segments of the base, together with the square on the straight line which bisects the angle. | 18 |

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PLANE GEOMETRY (2ND PAPER).

TIME, 3 HOURS.

	No. of Marks.
7. If lines be drawn from the angles of a triangle bisecting the opposite sides respectively, the lines intersect in a point, such point distant from the angles two-thirds of the length of the respective lines.	16
8. Show that in any trapezoid the line which joins the middle of the two sides which are not parallel, is parallel to the bases, and equal to half their sum, and that the part of this line included between the two diagonals is equal to half the difference of the bases.	16
9. If one circle touches another internally at A , and if from the further extremity B of the line joining their centres a chord BCD be drawn tangent at the point C of the inner circle, the straight line joining A C bisects the angle BAD .	16
10. If a chord of a circle be produced till the part produced be equal to the radius, and if from its extremity a line be drawn through the centre and meeting the convex and concave circumferences, the convex is one-third of the concave circumference.	16
11. Inscribe a circle in a given sector of a circle.	18
12. Divide a given arc of a circle into two parts which shall have their chords in a given ratio.	18

PLANE TRIGONOMETRY.

TIME, 3 HOURS.

	No. of Marks.
1. Find the fundamental trigonometrical functions of 45° .	14
2. Prove the following :—	14
Sec. $120^\circ = -2$	
Sin. $300^\circ = -\frac{1}{2}\sqrt{3}$	
Tan. $225^\circ = 1$	
Cot. $240^\circ = \frac{1}{\sqrt{3}}$	
3. Prove that the cosine of the difference of two angles is equal to the product of their cosines, plus the product of their sines.	14
4. Show that	14
$\cot(a - b) = \frac{\cot a \cot b + 1}{\cot b - \cot a}$	
5. From the foot of a tower standing at the top of a uniform declivity, I measured $AB = 45$ ft., and the angle $ABD = 50^\circ 15'$ (D is the top of the tower). I also prolonged the line AB 68 ft. to C and found the angle $BCD = 30^\circ 45'$. Required AD the height of the tower.	16
6. Given $a = 864$, $b = 1308$, $c = 1086$; required A , B and C .	14
7. In a triangle right angled at H given $h = 7269$ and $b = 3162$; required B , P and p .	14

SPHERICAL TRIGONOMETRY.

TIME, 3 HOURS.

	No. of Marks.
1. In a spherical triangle, the sines of the sides are proportional to the sines of the opposite angles.	16
2. Show that $\sin^2 \frac{1}{2} A = \frac{\sin \frac{1}{2} (a-b+c) \sin \frac{1}{2} (a+b-c)}{\sin b \sin c}$	16
3. Discuss the case for ambiguity when two sides of a spherical triangle and the angle opposite one of them are given and that the remaining parts are required.	16
4. In a spherical triangle right angled at H given $h = 94^\circ 05'$, $p = 100^\circ 45'$ required the remaining parts.	16
5. Given $a = 100^\circ$, $b = 85^\circ$ and $A = 50^\circ$, required the remaining parts.	18
6. Given $a = 100^\circ 49' 30''$ $b = 99^\circ 40' 48''$ $c = 64^\circ 23' 15''$ required the remaining parts.	18

MENSURATION.

TIME, 3 HOURS.

	No. of Marks.
1. Give formula expressing the area of a square ;—a rectangle ;—a triangle ;—a trapezoid ;—any regular polygon ;—a circle ;—a sector of a circle ;—a segment of a circle, and for the relation of two similar rectilineal figures.	18
2. Find the area of a rectangular field, the diagonal of which is 5 chs. 65 lks. and its inclination to the longer side $37^\circ 42'$.	16
3. The sides of a quadrilateral inscribed in a circle are 40 rds., 50 rds, 60 rds., 70 rds. Required the area.	16
4. Find the area of a triangle, two of whose sides are 80 and 90 ft., and the contained angle $29^\circ 43'$.	16
5. Give formula expressing the area of a parallelipedon ;—a cube ;—a right prism ;—a regular pyramid ;—a frustum of a right pyramid ;—a cylinder ;—a cone ;—a frustum of a cone and of a sphere.	18
6. How many square inches of gold-leaf will gild a globe of 1 foot in diameter?	16

Department of the Interior.

PART III
IRRIGATION

Department of the Interior.

SURVEYS AND IRRIGATION,
CALGARY, 30th June, 1897.

E. DEVILLE, Esq.,
Surveyor General, Department of the Interior,
Ottawa.

SIR,—I have the honour to submit the general report upon the subject of irrigation and the Canadian irrigation surveys during the year 1896.

The report has, as usual, been divided into two sections, so as to be more convenient for reference in dealing with the subjects above mentioned as distinct from each other.

I have the honour to be, Sir,

Your obedient servant,

J. S. DENNIS,
Chief Inspector.

Department of the Interior.

SECTION I

GENERAL REPORT

The year 1896 has witnessed a very marked development in the construction of irrigation works in the arid portion of the North-West Territories, and an increased interest in the subject by the residents of the arid region and by many of those who contemplate immigrating thereto. Much of this encouraging development and increased interest is due to the exceptionally favourable returns from irrigated crops during the year and also to the fact that the principle of irrigation has now passed entirely beyond the experimental stage, and is accepted as a certain means of obtaining a large fodder and vegetable crop during each year, and an equally bountiful crop of grain during the majority of years.

In previous general reports it has been pointed out that one of the greatest obstacles in the way of irrigation development was ignorance of the results to be obtained thereby, and an unfortunate opinion, which was popularly held, that the lack of rainfall which had caused a failure of crops during past years, was an exceptional condition and that the expected cycle of wet years would soon return with attendant good crops of hay and grain. Now, however, the possibilities from irrigation are better understood owing to the many object lessons which irrigated crops have furnished throughout the country, and the existing climatic conditions and uncertainty of sufficient rainfall during any year to mature crops are appreciated even by those who have been skeptical of the necessity for irrigation. Without doubt the reports on the subject which have been issued from this office have assisted in bringing about this change of sentiment; but much of it is due to the unfortunate experience of those settlers who have persisted in thinking that crops could be raised without the artificial application of water.

The subject of irrigation is however still in its infancy in our arid region and on by proof of the possibilities of crop production, by this means, and explanation of the methods which should be adopted, can we hope to reach a proper understanding of the important part which irrigation must play in the future development of the great plains region of the Territories.

The extended interest which residents of the arid region are now taking in the subject, and the marked increase which has taken place during the past year, in the number of ditches constructed and area brought under irrigation, will be readily understood from the following schedule.

SCHEDULE of Canals and Ditches constructed and in operation in the North-West Territories, together with those which have been authorized to be constructed.

Name.	Address.	Source of Supply.	LOCATION OF INTAKE.				Length of Ditch in Miles.	Acreage to be Ir-ri-gated.	Remarks.
			Part.	Section.	Township.	Range.				Meridian.
Aird, Alexander	Millarville	N. Fork of Sheep River	N. E.	23	20	4	2.00	105	
Aird, James	do	do	N. E.	4	21	3	0.75	110	
Allen, Peter	Mountain View	Belly River	N. E.	35	2	28	1.00	100	
Anderson, G., Jun.	Millarville	N. Fork of Sheep River	S. E.	8	21	3	0.50	80	
Anderson, G., Sen.	do	do	N. E.	4	21	3	0.50	20	
Austin & Matthewson	Dewdney	Sheep River	N. E.	25	20	2	1.50	70	
Alberta Ranche Co	Pincher Creek	Pincher Creek	N. W.	13	5	1	1.10	270	
Banister, A. E.	Davisburg	Bow River	N. W.	7	22	8	1.10	169	
Bebo, Nelson	Calgary	Spring adjoining Fish Creek	N. E.	5	23	1	0.50	85	
Behan, Thomas	do	Elbow River	N. E.	5	24	2	1.50	100	
Bell, George	Millarville	N. Fork of Sheep River	N. E.	31	20	3	1.50	100	
Bell, Irving & Kerfoot	Cochrane	Coal Creek	S. W.	34	27	5	4.50	580	
Blake & Miles	Livingstone	Tributary Old Man's River	S. E.	32	9	1	0.90	100	
Bottrill, A. E.	Montreal	Dogpound Creek	S. E.	21	28	4	1.00	80	
Bratnif, Daniel	Maple Creek	Bear Creek	N. E.	30	11	23	1.50	200	
Bettington, J. H. G.	do	White Mud River	S. E.	10	26	4	1.50	68	
British American Ranche Co	Cochrane	Big Hill Creek	S. E.	23	18	4	1.00	158	
Brodrick, Janie	High River	Little Bow River	N. W.	20	9	26	0.50	30	
Brown, William	Maple Creek	Maple Creek	N. W.	24	9	3	0.50	30	
Burn, H. St. G.	Pincher Creek	Creek in Tp. 7, R. 2, W. of 6th M.	S. W.	34	7	2	0.50	100	
Bourassa, Emile	Battleford	Round Hill Creek	S. W.	32	46	16	3	138	
Calgary Hydraulic Co.	Calgary	Bow River	S. W.	4	25	2	6.00	2,500	
Calgary Irrigation Co.	do	do	S. E.	4	24	4	61.00	45,400	
Canadian Land and Ranche Co.	Crane Lake	Elbow River	S. E.	7	12	22	2.50	930	
do	do	do	N. W.	24	13	19	1.50	120	
Card, C. O., and others.	do	Bridge Creek	N. W.	5	3	25	4	1,002	
Claustre, Jean	Cardston	Lee Creek	S. E.	5	3	25	3	62	
Cochrane Ranche Co.	Maple Creek	Piapot Creek	S. W.	19	10	24	1.00	200	
Cox, D. H.	Macleod	Belly River	N. S. W.	6	5	26	4	200	
Cox, C. O., and others.	Mountain View	Mahmees Creek	N. S. E.	8	2	27	4	80	
Card, C. O., and others.	Cardston	Lee Creek	S. W.	9	3	25	4	295	
Cook, Hy. F.	do	Boundary Creek	S. W.	26	1	26	4	145	
Cumberland, A.	do	Piapot Creek	S. W.	17	11	24	3	50	
Clouture, Honoré	Battleford	Jackfish Creek	S. W.	5	49	17	0.25	140	

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Carter, David	Midnapore	Fish Creek	N. E.	33	22	2	5	100
Dowling, Annie	Friddis	do	N. E.	4	22	3	5	110
Daly, James	Macleod	Daly Creek	N. E.	30	10	4	5	20
Davis, J. R.	Leithbridge	Etzi-kom Coulee	N. E.	31	6	19	4	100
Davis, R. A.	Livingstone	Creek in Tp. 7, R. 2, W. of 5th M.	N. W.	34	7	2	5	100
Durban, W.	Springbank	Creek in Tp. 24, R. 3, W. of 5th M.	S. W.	18	24	3	5	100
Daudelin, Joseph	Battleford	Round Hill Creek	N. W.	36	46	16	3	91
Edgar, William	Priddis	Fish Creek	N. W.	22	22	3	5	82
Ellis, J. H.	Calgary	Elbow River	S. E.	14	24	4	5	110
Elton, C. W. S.	Livingstone	do	S. E.	19	8	1	5	50
Elton, E. A.	do	do	S. E.	26	8	2	5	200
Faucher, H. H.	Maple Creek	Hay Creek	S. W.	23	10	25	3	50
Flint, Charles	Priddis	Fish Creek	N. E.	21	22	3	5	120
Fearon & Moore	Maple Creek	Platop Creek	N. W.	19	10	24	3	300
Fisher, Joseph	Millarville	N. Fork of Sheep River	N. W.	1	21	3	5	375
Findlay, R., and others	High River	Highwood River	N. W.	30	18	29	4	5,400
Fraser & McKimmon	Millarville	N. Fork of Sheep River	N. W.	7	21	2	5	315
Furman, John	Cardston	Lake in Tp. 1, R. 26, W. of 4th M.	S. E.	28	1	26	4	25
Farr, J. G.	Crane Lake	Skull Creek	N. E.	22	11	22	3	50
George Bros	Macleod	Beaver Creek	S. W.	20	9	29	4	170
Gardner, M.	Springbank	Tributary of Elbow River	N. E.	19	24	4	5	400
Genge, Colin	Macleod	Willow Creek	N. W.	23	9	26	4	360
Glen Estate	Calgary	Fish Creek	N. E.	4	23	1	5	175
Glengarry Ranche Co.	New Oxley	Trout Creek	N. W.	26	12	29	4	130
Gunn, W. M.	Livingstone	Todd Creek	S. W.	12	9	2	5	473
Godsal, F. W.	Pincher Creek	S. Fork of Old Man's River	N. W.	2	7	1	5	90
Hackney, D. G.	Friddis	Creek in Tp. 21, R. 3, W. of 5th M.	S. E.	24	21	3	5	280
Hamilton, R.	Dawdney	Sheep River	N. E.	24	20	29	4	119
Heron, John, and others	Pincher Creek	Pincher River	S. E.	22	6	30	4	125
Hooper, R. E. C.	Calgary	Elbow River	N. E.	9	24	3	5	975
Howe, Samuel	Dawdney	Macabee Creek	N. W.	30	19	3	5	170
Hull, W. R.	Calgary	Bow River	S. E.	12	23	1	5	252
do	do	Fish Creek	S. E.	36	22	1	5	800
Head, J. J.	Cardston	Lee Creek	S. E.	13	2	27	4	500
Hone, Addison	Priddis	Fish Creek	N. W.	21	22	3	5	71
Hull, W. R.	Calgary	Mosquito Creek	S. E.	25	15	29	4	150
Hunter Bros. & Edgar	Friddis	St. Mary River	N. W.	5	3	24	4	105
Hansen, Niels	Cardston	Bow River	N. W.	26	22	3	5	347
Indian Department	Gleichen	Beaverdam Creek	S. E.	17	28	3	5	237
Inglis, R. C.	Calgary	5th M.	N. E.	26	21	3	5	2,200
Jackson, F. A.	Millarville	Rosebud River	S. W.	14	27	24	4	105
Johnston, J. Lee	Calgary	Hay Creek	N. E.	20	10	25	3	75
Jones, W. S.	Maple Creek	Spring	N. E.	27	19	15	3	215
Jones & Smart	Saskatchewan Landing	Todd Creek	S. E.	26	8	2	5	25
Kennis, John	Livingstone	do	N. E.	20	15	3	5	200
								150

Blackfoot Reserve.

SCHEDULE of Canals and Ditches constructed and in operation in the North-West Territories, &c.--Concluded.

Name.	Address.	Source of Supply.	LOCATION OF INTAKE.				Length of Ditch in Miles.	Acreage to be Irrigated.	Remarks.	
			Part.	Section.	Township.	Range.				Meridian.
Kearl, James.	Cardston.	St. Mary River.	S. E.	9	1	25	4	1 50	148	
Lott, H. S.	Calgary.	Elbow River.	N. W.	6	24	2	5	1 25	360	
Lachance, P. and others.	Macleod.	Belly River.	N. E.	14	8	25	4	3 50	1,440	
Lane, George, & Co.	High River.	Kunz Creek.	N. W.	11	14	30	4	3 00	350	
Leeds, Elliott & Co.	New Oxley.	Willow Creek.	N. W.	1	13	28	4	3 00	240	
Lees, W. R.	Pincher Creek.	Mill Creek.	N. W.	18	6	1	5	0 70	200	
Lineham, John.	Dewdney.	Creek in Tp. 20, R. 2, W. of 5th M.	S. W.	20	2	2	5	0 30	100	
Lloyd, Alfred.	Maple Creek.	Pisopot Creek.	S. W.	10	10	23	3	0 25	30	
Lucas, William.	Calgary.	Elbow River.	N. E.	5	24	2	5	1 70	306	
LaJoie, Solyme.	Battleford.	Jackfish Creek.	S. E.	32	48	17	3	.....	97 5	
oL'Heureux, Moise.	do	Creek in Tp. 48, R. 17, W. of 3rd M.	S. E.	28	48	17	3	0 15	80	
Lindquest, A. A.	Cardston.	Boundary Creek.	S. E.	19	1	26	4	1 00	109	
Maloney, William.	Calgary.	Bow River.	S. E.	26	23	1	5	2 25	450	
Maunsell Bros.	Macleod.	Old Man's River.	N. E.	35	8	27	4	3 30	580	
May, Ernest G.	Calgary.	Elbow River.	S. W.	8	24	2	5	0 70	103	
Moseley, W. R.	Friddis.	Fish Creek.	N. W.	21	22	3	5	1 00	130	
Marsh & Dixon.	Maple Creek.	Béanger Creek.	S. E.	21	8	26	3	6 00	330	
Millar, M. T.	Millarville.	N. Fork of Sheep River.	N. W.	2	21	3	5	0 75	165	
Morgan, William.	Countis.	Halfbreed Creek.	N. W.	29	2	9	4	2 00	600	
McHugh, T. P.	Gleichen.	Spring in Tp. 19, R. 22, W. of 4th M.	S. E.	33	19	22	4	0 50	100	
McCarthy, C.	Maple Creek.	Bear Creek.	S. E.	18	10	23	3	0 25	15	
McLaughlin, J. W.	High River.	Highwood River.	S. E.	33	18	29	4	3 50	680	
Newbolt, W. R.	Calgary.	Bow River.	S. W.	3	22	28	4	2 50	83	
Newson, A. C.	Friddis.	Creek in Tp. 21, R. 3, W. of 5th M.	S. W.	35	21	3	5	2 20	240	
Nelson, John.	Livingstone.	Old Man's River.	S. W.	27	8	2	4	1 00	180	
Nelson, J. A.	Cardston.	Lee Creek.	S. W.	36	2	26	4	1 00	40	
North-West Mounted Police.	Collis.	Spring in Tp. 2, R. 24, W. of 4th M.	S. W.	20	2	24	4	0 50	25	
do	Stand-Off.	Waterton River.	N. W.	28	6	25	4	1 75	120	
Oxarart, M.	Maple Creek.	Creek emptying into Davis Lake.	N. E.	20	6	27	3	1 00	405	
Oakley, J. W.	Priddis.	Fish Creek.	N. E.	10	22	3	5	0 75	110	

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Payne, W.	Mountain View.	N. W.	12	2	28	4	0.50	35
Peacock, F. W.	Maple Creek.	E. A	9	11	25	3	1.00	255
Peacock & Sheldon	do	S. W.	4	11	25	3	0.50	125
Priddis, Charles	do	N. E.	21	22	3	5	2.00	130
Pacerson, J. D.	do	N. W.	23	22	3	5	1.00	116
Filling, R., Sen.	Carlston.	N. E.	19	2	24	4	0.50	67
Pomerleau, J. N.	Battleford.	S. W.	28	48	17	3	0.10	80
Quail, W. H.	Lyndon.	N. E.	25	12	30	4	1.00	30
Quirk, John	Millarville.	S. W.	5	21	4	5	2.50	350
do	do	S. E.	33	4	5	5	1.00	134
Quorn Rancho Receivers.	Dewdney.	S. W.	22	2	6	4	4.00	1,505
Ricardo & Bevan.	Calgary.	N. W.	17	22	29	4	3.00	250
Russell, George F.	Lethbridge.	N. E.	17	7	21	4	1.00	80
Reid, E. O. & G. A.	Cochrane.	N. W.	20	98	4	5	1.00	114
Rodgers, James	Dewdney.	S. W.	32	20	1	5	0.50	32
Sheep Creek Irrigation Co.	do	E. A	25	2	2	5	6.00	1,206
Short, J. W.	High River.	S. W.	34	18	29	4	2.00	240
Sibbald, H.	Jumpingpound	N. W.	12	24	7	5	1.12	150
Skrins, W. C.	High River.	S. W.	8	16	1	5	0.60	75
Spalding, C.	do	N. W.	29	18	29	4	1.50	130
Stuart, W. W.	Jumpingpound	N. W.	19	24	4	5	1.00	60
Sinnott, Henry	Millarville.	S. W.	21	20	4	5	0.75	32
Sharples, Charles.	New Oxley.	S. E.	11	12	28	4	1.00	650
Shaw, Helen.	Calgary.	N. E.	4	23	1	5	0.25	18
Turner, Robert.	Millarville.	N. W.	3	21	3	5	1.50	145
Vaudin, E. H. O.	Calgary.	S. W.	3	24	4	5	1.25	200
Waite, Joseph T.	Millarville.	N. E.	23	20	4	5	1.00	120
Walker, B. G.	Calgary.	N. W.	6	24	2	5	1.00	175
Wallace, A. T.	Maple Creek.	N. E.	7	10	24	3	0.50	40
Wallace, R. A.	High River.	W. A	1	19	29	4	5.00	1,985
Ware, John	Millarville.	S. E.	27	20	4	5	0.80	107
Warren, J. C.	do	N. E.	26	21	3	5	1.00	80
Wells, W. C.	Palliser, B. C.	S. W.	2	27	6	5	2.00	300
Whitten, Norman.	Maple Creek.	S. E.	16	10	25	3	0.25	25
Walsh, R. Sen. and Jr.	Cochrane.	S. W.	36	28	3	5	2.00	258
Waters, William	Coutts.	N. W.	31	2	9	4	3.00	320
Woolf, J. W.	Cardston.	S. E.	6	2	25	4	1.75	216
Young, George T.	Priddis.	N. W.	3	22	3	5	1.00	310
	Mahmee Creek.	N. W.	12	2	28	4	0.50	
	Hay Creek.	E. A	9	11	25	3	1.00	
	do	S. W.	4	11	25	3	0.50	
	Fish Creek.	N. E.	21	22	3	5	2.00	
	do	N. W.	23	22	3	5	1.00	
	St Mary River.	N. E.	19	2	24	4	0.50	
	Jackfish Creek.	S. W.	28	48	17	3	0.10	
	S. Fork of Trout Creek.	N. E.	25	12	30	4	1.00	
	N. Fork of Sheep River.	S. W.	5	21	4	5	2.50	
	do	S. E.	33	4	5	5	1.00	
	Sheep River.	N. W.	22	2	6	4	4.00	
	Bow River.	S. W.	17	22	29	4	3.00	
	Pothole Creek.	N. E.	17	7	21	4	1.00	
	Dogound Creek.	N. W.	20	98	4	5	1.00	
	Creek in Tp. 20, R. 1, W. of 5th M.	S. W.	32	20	1	5	0.50	
	Sheep River.	E. A	25	2	2	5	6.00	
	Highwood River.	S. W.	34	18	29	4	2.00	
	Jumpingpound Creek.	N. W.	12	24	7	5	1.12	
	Mesquite Creek.	S. W.	8	16	1	5	0.60	
	High River.	N. W.	29	18	29	4	1.50	
	Jumpingpound Creek.	N. W.	19	24	4	5	1.00	
	Ware Creek.	S. W.	21	20	4	5	0.75	
	Trout Creek.	S. E.	11	12	28	4	1.00	
	Fish Creek.	N. E.	4	23	1	5	0.25	
	N. Fork of Sheep River.	N. W.	3	21	3	5	1.50	
	Elbow River.	S. W.	3	24	4	5	1.25	
	N. Fork of Sheep River.	N. E.	23	20	4	5	1.00	
	Elbow River.	N. W.	6	24	2	5	1.00	
	Plapot Creek.	N. E.	7	10	24	3	0.50	
	Highwood River.	W. A	1	19	29	4	5.00	
	N. Fork of Sheep River.	S. E.	27	20	4	5	0.80	
	Creek in Tp. 21, R. 3, W. of 5th M.	N. E.	26	21	3	5	1.00	
	Creek in Tp. 27, R. 6, W. of 5th M.	S. W.	2	27	6	5	2.00	
	Hay Creek.	S. E.	16	10	25	3	0.25	
	Beaverdam Creek.	S. W.	36	28	3	5	2.00	
	Milk River.	N. W.	31	2	9	4	3.00	
	Snake Creek.	S. E.	6	2	25	4	1.75	
	Fish Creek.	N. W.	3	22	3	5	1.00	

APPLICATIONS MADE AND CONSTRUCTION AUTHORIZED.

Name.	Address.	Source of Supply.	LOCATION OF INTAKE.				Length of Ditch in Miles.	Acreage to be Ir-riigated.	Remarks.
			Part.	Section.	Township.	Range.				Meridian.
Blunt, C. D. McK.	High River.	Highwood River.	S. W.	23	18	1	5	960	
Bow River Irrigation Canal.		Bow River.	S. E.	13	24	1	5	161,920	
Cochrane, T. B. H.	Mitford	Big Hill Creek.	N. W.	26	4	3	5	536	
Cyr, Cyr & Pelletier.	Pincher Creek	Stead Creek	N. E.	7	6	29	4	600	
Cross, A. E.	Calgary	Ranche & Dry Timber Creeks	S. 4	34	15	1	5	300	
Dixon Bros.	do	Maple Creek	S. E.	28	10	26	3	695	
Glennie, A. & W., and others	do	Bear Creek.	S. E.	30	11	23	3	740	
Graves, H. D.	Calgary.	Dogpound Creek.	S. E.	22	30	3	5	95	
Hamilton, J. & S.	do	Springs in Tp. 22, R. 2, W. of 5th M.	N. W.	9	22	2	5	60	
Houk, George.	Lethbridge	St. Mary River.	N. W.	25	7	22	4	50	
Johnson, Edward	Priddis	Springs	N. W.	17	22	3	5	300	
Marsh, D. W.	Calgary.	Maple Creek	S. E.	28	10	26	3	175	
Macleod, Norman.	Lethbridge	S. Fork of Old Man's River	N. W.	22	6	1	5	110	
Macmillan, J. A.	Calgary	Sheep River	S. W.	8	20	2	5	100	
McDonough, James.	High River	Highwood River.	S. W.	25	18	1	5	799	
Owens, John.	Pine Creek	Lake in Tp. 21, R. 29, W. of 4th M.	N. W.	25	18	1	5	263	
Okotoks Irrigation Co.	Calgary.	Sheep Creek	N. W.	12	21	1	5	82	
Pilling, Richard, Sr	Cardston	Snake Creek	N. E.	25	2	1	5	5,000	
Ross & McLean.	Livingstone.	Ross Creek	S. E.	34	2	25	4	191	
St. Mary Irrigation Canal.	do	St. Mary River	S. E.	32	8	2	5	480	
Shea & Madden.	Cochrane	Beaverdam Creek.	S. E.	36	1	25	4	71,500	
Shea, Arthur.	do	Old Man's River.	S. E.	21	28	3	5	249	
Short, J. W.	High River	Highwood River.	S. W.	14	9	26	4	160	
Smith, Jesse L.	Lethbridge	Highwood River.	N. E.	30	18	29	4	376	
Springbank Irrigation District.	Springbank	St. Mary River.	S. W.	25	7	22	4	87	
do	do	Elbow River	S. E.	4	24	4	5	36,000	
do	do	Jumpingpound Creek	S. E.	13	24	5	5	42,000	
Wallace, R. A.	High River.	Highwood River.	N. W.	1	19	29	4	201	

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A comparison of the above schedule with that issued in the report for 1895 shows an increase in the number of ditches constructed and in operation of 38, these ditches comprising a total length of 42.35 miles, and being designated to irrigate 6,294½ acres. In addition to the ditches constructed, applications have been filed for authority to construct 30 new ditches which will bring some 12,000 acres under irrigation during the season of 1897, and from present indications there is every prospect of this number of new ditches being largely augmented by further applications in the early part of the year.

The total number of canals and ditches constructed and in operation at the close of the year 1896 was 146. These ditches comprise a total length, exclusive of laterals or main distributaries of 282.87 miles and will supply water for the irrigation of 87,756½ acres.

It is worthy of note in connection with the foregoing statement of numbers and mileage of ditches that the construction of these ditches, involving an expenditure of at least \$100,000, has been accomplished entirely by private enterprise and without one dollar of Government assistance, and this fact of itself conclusively proves the faith which present ditch owners have in the principle of irrigation and the results to be accomplished thereby.

Some important extensions were made in several of the ditches mentioned in the above schedule during the past year, and these extensions, together with some of the new ditches constructed, are worthy of special notice.

The construction of the main ditch belonging to the Calgary Irrigation Company was extended for a distance of some thirty miles during the past year, making the total length of constructed main ditch about sixty miles, and they are now prepared to supply water for the irrigation of some 7,500 acres, including lands in the immediate vicinity of the City of Calgary, and south of that point along the line of the Calgary and Edmonton Railway. These lands are of first-class quality, and the irrigation of a large area during the season of 1897, which is being undertaken by the owners of these lands is certain to be productive of important results in the development of irrigation in this immediate vicinity. The company has now expended some \$35,000 in the construction of their main ditches and distributaries, and are offering water for irrigation at \$1.50 per acre per annum.

In the Maple Creek District the Canadian Land and Rancho Company have constructed a ditch heading in Skull Creek which is calculated to serve some nine hundred acres land in the vicinity of their home rancho at Crane Lake Station, on the Canadian Pacific Railway. The soil of the area to be irrigated is rather light, but the climatic conditions in that locality are so favourable that bountiful crops of all kinds are sure to be obtained.

Extensive repairs, including a new headgate, were made by the Indian Department during the past year to the ditch constructed on the Blackfoot Indian Reserve, and this ditch is now in shape to provide water for the irrigation of a large area of good land. The experiment of carrying on irrigation with Indian labour will be watched with a great deal of interest, and it is certain that if the Indians can be induced to cultivate the lands under this ditch, and use the water intelligently, the area which can be irrigated from the ditch will in a very short time produce sufficient grain and fodder to make this band self-supporting. In the United States some extensive irrigation works have been constructed on Indian Reserves and the experiment seems to have been successful, there is therefore reason to hope that our Indians may in time be educated to a proper use of the water and a due appreciation of the results which may be looked for from irrigated crops. The ditch in question has been built entirely with Indian labour, and if the Indians show as much intelligence and thrift in carrying on irrigation as they have in the work of construction of the ditch the results will certainly be satisfactory.

In the Macleod district the Messrs. George Brothers have completed the ditch heading in Beaver Creek and designed to irrigate about 400 acres.

In the vicinity of Pincher Creek Messrs. Heron, Levasseur, Smith, and others have completed the ditch heading in that stream which is calculated to irrigate about 1,000 acres in the vicinity of Pincher Creek Village, and in that district important ditches

have also been constructed by the Alberta Rancho Company and by Mr. F. W. Godsall.

In the latter part of the season Mr. Charles Sharples constructed a ditch heading in Trout Creek in the Porcupine Hills district which is designed to serve some 320 acres of the rich bottom land lying between Trout and Willow Creeks, and if we can judge from some crops which have been raised in that district during seasons of favourable rainfall the returns from the irrigation of this area should be most satisfactory.

The Mormons of the Lee's Creek colony completed during the past year the ditch heading in that stream to which reference was made in the report of 1895, and it is expected that they will have about 1,000 acres under irrigation from this ditch during the present year.

The Sheep Creek Irrigation Company completed some repairs and enlargement of their ditch during the past season, and they are now in a position to supply water to the larger part of the area to be reclaimed by this system.

Mention was made in last year's report of the adoption of the principle of irrigation in the Battleford district. The ditches which have been constructed in that vicinity by Messrs. Pomerleau, Bourassa, Daudelin, Lajoie and L'Heureux, as shown by the above schedule, are primarily designed to aid in producing hay, but the success which has attended the experiment in that direction is sure to encourage the extension of the principle to the growth of other crops and other applications for the right to construct ditches in the district which have been received indicate increased interest in the subject by present settlers. In describing the limits of the arid region in past reports the country in the vicinity of Battleford was not included within the area requiring irrigation, but later experience and a careful study of the meteorological data available leads to the conclusion that the northern boundary of the arid belt as defined in past reports must be deflected for some distance to the north so as to include a considerable area in the Battleford district. This question will, however, be found more fully dealt with further on in these pages.

ST. MARY RIVER CANAL.

The location and dimensions of this canal, and the area to be irrigated therefrom, are fully described in the general report for 1895. It was hoped that something in the way of construction of the canal would have been undertaken during the past year but the negotiations to that end failed. However, the satisfactory results obtained from irrigated areas at all points in the arid region last year, and the improved market for irrigated products which has sprung up, both of which are dealt with fully below, will probably enable arrangements to be made for the construction of the canal in the near future. The area to be served from this canal is so favourably situated with reference to the large grazing areas of southern Alberta, and the transportation facilities to the east and south provided by the Canadian Pacific and Great Falls and Canada Railways, afford such a good opportunity for shipment of produce that the construction of the canal and the colonization of the lands tributary thereto certainly offer every prospect of remunerative return for the money invested. It should also be noted that the construction of the Crow's Nest Pass Railway during the present year will bring these lands within easy reach of the splendid market for irrigated products in the mining districts of British Columbia.

BOW RIVER CANAL.

No steps have yet been taken towards the construction of this canal, the location and survey of which are fully dealt with in the 1895 report, but the satisfactory returns from irrigated areas, and the improved market for these products referred to above will no doubt accelerate interest in this proposed undertaking. During the past season it was deemed advisable to determine more fully the location and extent of the areas which can be irrigated from this canal and to accomplish this some 41.5 miles of secondary canal or main distributaries were located and surveyed. The details regarding these surveys will be found in part II. of this report.

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RED DEER RIVER CANAL.

In the general report on irrigation for 1894, a description is given of the exploration made during that season to determine the feasibility of diverting water from the Red Deer River into the Rosebud River for the purpose of augmenting the flow therein during low water stages to provide for domestic wants and for stock watering, and also to provide water for the irrigation of a large quantity of land in the Rosebud district which promises, owing to the good quality of the soil, favourable returns from the artificial application of water. During the past season the necessary surveys were made to locate the canal for the diversion of the water in question and the details of this survey together with a description of the area to be served therefrom will be found in part II of this report.

SPRINGBANK IRRIGATION CANALS.

Reference was made in last year's report to the delays which had prevented the inception of the work on these canals. Unfortunately the cause of these delays was not removed during the portion of last year when any outside work could be undertaken and as a consequence nothing was done towards the construction of the canals. In the latter part of the year the North-West Irrigation District Ordinance was amended so as to permit of the boundaries of the irrigation district being amended so as to leave out those settlers who had protested against being included in the district, and the final Order in Council granting the district the water asked for from the Elbow River and Jumpingpound Creek was passed in the latter part of January of this year. The district is now in a position to go on with the construction of the proposed canals and active work towards completion of the assessment of the district, and passing of the by-laws to authorize the issue of debentures for money needed to complete the proposed works, has been commenced. The amendments to the Irrigation District Ordinance referred to above, and which are discussed more fully further on, removed many of the provisions which led to doubt that irrigation works constructed under the ordinance would be successful, and rendered the ordinance to a great extent unworkable, there is now, therefore, no reason why the scheme proposed by the Springbank Irrigation District should not be carried to a successful issue provided the trustees exercise proper and intelligent care in constructing the proposed works.

WATER RIGHTS FOR DOMESTIC AND OTHER PURPOSES.

The schedule following shows the water rights which have so far been granted for domestic and other purposes. A comparison of this schedule with that contained in the 1895 report shows that only three rights of this class have been issued during the past year, there are, however, about one hundred rights of this kind which will be recorded in the immediate future, these rights being for reservoirs created by the erection of dams at numerous points in the eastern portion of the arid region for the storage of water for domestic purposes and for stock watering.

SCHEDULE of Water Rights granted for Domestic and other Purposes.

Name.	Source of Supply.	Water Granted for	LOCATION OF INTAKE.				Quantity of Water.	Remarks.	
			Part.	Section.	Township.	Range.			Meridian.
Alberta Railway and Coal Co.	Belly River.	Domestic.	S. W.	1	9	22	4	.154	To supply water tank.
do	Milk River.	do	S. W.	22	2	16	4	.080	do
Calgary Gas and Waterworks Co.	Bow River.	Other purposes.	S. W.	22	24	1	5	20,000	For water supply to the city of Calgary.
Calgary Water Power Co.	do	Domestic.	S. W.	22	24	1	5	.....	To cover rights held under Ordinance and 53 Vict., Chap. 95.
Card. C. O., and others	Lee Creek	do	S. W.	9	3	25	4	25,000	For operating grist mill.
Canadian Pacific Railway Co.	Moose Jaw Creek.	do	S. W.	33	16	26	2	.184	To supply water tank.
do	Swift Current Creek.	do	S. W.	25	16	12	3	.088	do
do	do	do	S. W.	19	15	13	3	.116	do
do	Piapot Creek.	do	N. W.	8	12	23	3	.045	do
do	Ross Creek.	do	N. W.	31	11	2	4	.030	do
do	South Saskatchewan River.	do	N. E.	31	12	5	4	.154	do
do	Bow River.	do	S. W.	14	24	1	5	.092	do
do	Elbow River.	do	S. W.	18	26	4	5	.060	do
do	Bow River.	do	N. W.	30	24	8	5	.045	do
do	do	do	S. E.	2	26	12	5	.030	do
do	Forty Mile Creek.	do	N. E.	33	2	16	5	.045	do
do	Bow River.	do	N. W.	33	2	30	1	.080	do
do	North Antler Creek.	do	S. W.	33	3	2	2	.080	do
do	Moose Mountain Creek.	do	N. E.	30	1	6	2	.045	do
do	Souris River.	do	S. E.	20	8	14	2	.030	do
do	do	do	N. W.	26	19	21	2	.015	do
do	Boggy Creek	do	N. W.	28	36	5	3	.015	do
do	South Saskatchewan River.	do	N. E.	13	46	1	3	.007	do
do	McFarlane Creek.	do	S. E.	4	11	7	4	.015	do
do	Seven Persons Coulee	do	N. W.	7	10	16	4	.030	do
do	Belly River.	do	S. W.	4	43	25	4	.015	do
do	Battle River.	do	S. W.	22	24	1	5	1,000	For operating saw mills.
Eau Claire and Bow River Lumber Co.	Bow River.	do	S. W.	14	24	1	5	.038	do tannery.
Hull, W. R.	Elbow River.	do	S. W.	14	24	1	5	do

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Indian Department	Battle River	do	(Bobtail's Res.)	5	6	25	4	23, 000	For power purposes.
do	Belly River	do	(Blood Res. opp.)	N. W.	23	20	29	4	850	For operating saw mills.
Lineham, John	Sheep River	do		S. E.	18	6	1	5		For supply of mill pond.
McLaren, Peter	Mill Creek	do		S. E.	11	9	26	4		For operation of saw and grist mill.
do	Old Man's River	do		N. E.	4	23	1	5	008	To float logs to saw mill.
Shaw, Kinnaid & Co	Fish Creek	do		N. E.	16	9	28	4	750	For operation of woollen mill.
Gardiner, C. W. E.	Springs	do		N. E.						

The season of 1896 was, as has already been stated a favourable one for irrigation and in almost every case the owners of ditches and users of water secured good crops of all kinds. Information regarding these results was obtained from the larger number of irrigators in the early part of the year, and having been collected in convenient form was issued in the shape of a bulletin which is given here:—

DEPARTMENT OF THE INTERIOR.

(Surveys and Irrigation.)

BULLETIN No. 2.

Following the practice inaugurated last year, information has been obtained during the past two months, from the different ditch owners and users of water in Alberta and Assiniboia, regarding the returns from irrigated crops during the past season, and this information has been summarized herein, so as to provide for an interchange of information, and ideas among those interested in the subject of irrigation.

The season of 1896 was, on the whole, a very favourable one for irrigation. The rainfall during the summer months was above the average, as will be seen from the statement of average temperature and precipitation given further on, but this rainfall came too late in the season to advance the growth of the early crops, and those who were able to irrigate their crops during this early dry spell, secured a growth which non-irrigated crops did not reach. The wet spell about midsummer assisted very materially the non-irrigated crops, but those which had been previously irrigated had the advantage of increased growth and strength, and they maintained this advantage up to time of harvest. The continued warm and dry weather at harvest time rapidly matured the crops, and very satisfactory results in returns from grain crops were obtained.

So far the water used in irrigation has been largely devoted to the growth of fodder crops, hay being the chief consideration in connection with stock-raising, in which the larger number of our settlers are engaged. Good grain crops, both as regards quantity and quality were, however, obtained from irrigated lands during the past season, and in many instances the grain crops which were cut green for fodder would have ripened, and given good returns, had the owners been desirous of obtaining grain instead of fodder.

The returns from the different irrigators during the past season are, for convenience of reference, summarized under the following heads:—

WHEAT.

A very small area was sown with wheat on irrigated farms, and the grain on a considerable portion of this area was cut green for feed. Very satisfactory results were, however, obtained from the grain which was allowed to ripen, the average return having been about 32½ bushels per acre, the larger part of which was a good sample, and well up to requirements for milling purposes.

BARLEY.

Barley, like wheat, has so far been grown by irrigators largely for green feed, but considerable of the crop last season was allowed to ripen, from which an average return of something over forty bushels to the acre was obtained. The grain in most cases showed a good sample, but was somewhat discoloured owing to being poorly harvested.

There is at all times a market for good barley, much of that now used for malting purposes at Calgary and at other points in Alberta having to be imported, and irrigators would do well to pay more attention to the growth of this crop.

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The heavy growth of straw in this crop during the past season is shown by the returns of from 2 to 3 tons to the acre returned by some irrigators as their fodder crop.

OATS.

This grain, like both wheat and barley, is largely grown for fodder purposes, but last season much of the crop was allowed to ripen and yielded an average return of 45 bushels to the acre. The grain was a splendid sample, much of it weighing forty pounds and over to the bushel, and owing to the keen market which there has been for oats for the British Columbia market, good prices have been realized.

The grain cut green for fodder purposes yielded an average return of something over three tons of hay per acre, some irrigators having secured as much as five tons per acre from particular areas.

Oats are a certain crop every year under irrigation, and in the future irrigators will no doubt find that it will pay better to allow their crop to ripen, and to depend on the fodder crops proper mentioned below, rather than to cut their oats green for feed.

TIMOTHY.

Timothy seems to be specially adapted for growth under irrigation, as it will stand any amount of water, and does not suffer like most crops from over irrigation. The yield from meadows last fall shows a return of a little over 2½ tons to the acre, and as the area embraced in this estimate includes many new meadows, the return is very satisfactory.

Attention is directed to the experiment mentioned in the returns from Mr. Wm. Edgar of sowing timothy on the native sod, after it has been roughly cultivated with a disc harrow. Mr. Edgar has certainly obtained very satisfactory results by this method, particularly when the small amount of seed sown (4 lbs. to the acre) is noted.

The extraordinary crop (2 tons to the acre) obtained by Mr. J. W. Ockley from timothy planted on June 10th and cut on August 31st, is worthy of mention. This crop was watered twice.

BROMUS INERMIS.

This grass, more commonly known under the short name, Bromus, will from present indications, become the fodder crop of our arid region, its suitability for this climate and growth under irrigation having now been satisfactorily proved. During the past season Mr. W. R. Hull obtained a return of nearly four tons to the acre from the third season's crop of this grass, the growth averaging nearly six feet in height, and other returns of 3½ tons per acre have been secured from the second year's crop. The grass makes most excellent hay and meadows properly cared for will return large yields for many years. Bromus should be planted on well pulverized and clean land, being sown with oats or some other grain. Information as to quantity of seed to be sown is given below. Care must be exercised in irrigating this crop, as it will not, like timothy, stand too much water.

PEAS AND RYE.

Small areas of both the above were grown under irrigation during the past season, and returned satisfactory yields. Peas do exceptionally well in this district under irrigation, and promise a sure and bountiful crop which should, in conjunction with the raising of hogs, give a good return.

NATIVE GRASSES.

The yield of hay from the large majority of irrigated areas of native grasses was of an unsatisfactory character. The native grasses, particularly on uplands, are the pro-

duct of existing arid conditions, and while the growth can be forced by the artificial application of water, it will in the end pay irrigators to break up the land and plant some other fodder grass from which a bountiful yield under irrigation is assured.

VEGETABLES.

Irrigated gardens at all points in the arid regions produced excellent crops, and many cases are noted where repeated failures to grow vegetables under ordinary conditions have been followed by splendid returns when irrigation has been resorted to. Exceptionally large yields of potatoes are noted in several cases, and all ordinary vegetables, including peas, beans, asparagus, cabbages, cauliflowers, beets, carrots, turnips, lettuce and celery, have been very successful. The lettuce, cauliflower, celery and asparagus grown in this district will compare favourably with any grown in Canada. In the Maple Creek district good crops of corn, tomatoes, pumpkins and melons were obtained.

NUMBER OF IRRIGATIONS.

The number of irrigations for any particular crop, must, of course, be more or less dependent upon the character of the season, but the experience so far obtained, indicates that if the ground is properly cultivated, two irrigations are sufficient for grain crops, the first of which should not be applied until the grain has attained a strong and vigorous growth. Irrigation to bring the grain up should not be resorted to unless absolutely necessary. Timothy will stand, and in fact seems to thrive under frequent irrigations, and bromus also requires several waterings.

Meadow lands seem to give the best results from fall irrigation and if cultivated land is very dry, the application of sufficient water late in the fall to give seed a good start in the spring, is advisable. Gardens should be watered as the appearance of the vegetables warrants, but water should not be applied after vegetables approach full growth.

PLANTING FODDER CROPS.

Timothy should be sown on well cultivated ground with grain crop in the spring, about ten pounds (10 lbs.) of seed to the acre being sufficient. Plant with oats or some other grain crop, and if good stand is obtained, irrigate after grain is cut. The results obtained by Mr. Wm. Edgar, referred to above, would seem to justify the experiment of planting timothy on sod in some instances.

Bromus should be sown with grain crop in the spring, on well cultivated land, the usual quantity of seed being about ten pounds (10 lbs.) to an acre. It is planted with oats, barley or some other grain crop, and as a rule does not make a very good showing the first year. If ground is moist do not irrigate in fall.

Timothy and bromus seed may be obtained from any wholesale seed dealer in Eastern Canada, the average price being: Timothy, four to six cents per pound; bromus, 15 cents per pound, these prices being for considerable quantities. A limited quantity of bromus seed can, it is understood, be obtained from the Experimental Farm at Indian Head, Assiniboia.

Department of the Interior.

STATEMENT of Acreage under Crop, and Yields from same, during Season 1896, as shown by accompanying Returns.

Character of Crop.	Number of Acres.	Total Yield.	Average Yield per Acre.	Value of Crop.	
Wheat	100·5	1,998 bush.	24·9 bush.	\$ 0 65	\$ 1,298 70
Barley	57	1,760 do	35·5 do	0 30	528 00
Oats	462	19,309 do	47·1 do	0 30	5,192 70
Wheat, cut green	83	156 tons.	2·86 tons.	6 00	936 00
Barley do	22	63 do	2·1 do	6 00	378 00
Oats do	471	1,231 do	2·73 do	6 00	7,386 00
Rye do	86	104 do	1·69 do	6 00	624 00
Timothy	289	803·5 do	2·03 do	10 50	8,436 75
Bromus	51·3	138 do	2·33 do	10 50	1,449 00
Native grasses	4,510	3,292 do	1·11 do	6 00	19,752 00
Vegetables	32·5	6,087 bush.	319 bush.	0 50	3,043 50
	6,164				\$49,014 65

NOTE.—The total area irrigable from constructed ditches which supplied water for above mentioned lands, is about 85,000 acres. Of this area only some 7,500 acres was irrigated last year, including the 6,164 acres given above, and several small areas for which no returns were received.

TABLE of Prices Current at Calgary.

Wheat, first quality	65 cents per bushel.
Barley do malting	37 do do
do second quality	30 do do
Oats	30 do do
Timothy, baled	\$10·50 per ton.
Bromus do	10·50 do
Native hay do	5·50 to \$6 per ton.
Oats, barley, or wheat, cut green for feed	5·00 do

There has been an active market for all the above, in fact the demand has exceeded the local supply.

STATEMENT of Temperature and Rainfall at certain points in Southern Alberta and Western Assiniboia, during the months of May to September, inclusive, during 1895 and 1896.

Place.	Average Temperature, May to September, 1895.	Average Temperature, May to September, 1896.	Rainfall, May to September, 1895, inclusive.	Rainfall, May to September, 1896, inclusive.
	°	°	in.	in.
Calgary	54·8	55·5	9·86	8·12
Pincher Creek	55·7	56·1*	12·28	6·28*
Medicine Hat	61·2	61·2	8·05	9·33
Swift Current	59·3	58·9	8·96	9·32
Regina	57·8	57·3	4·54	14·31

* Three months.

J. S. DENNIS,
Chief Inspector.

CALGARY, 26th January, 1897.

INFORMATION FROM IRRIGATORS.

G. ANDERSON, Junr., Tp. 21, Rge. 3, W. 5th, 70 acres irrigated. Two irrigations, 1st June and 1st September.

Crop:—Oats, 2 acres cut green, 5 tons. Native grasses 68 acres, 50 tons. Soil, light and sandy loam, part of meadow was not cut owing to snowstorm. Crop was not heavy.

G. ANDERSON, Senr., Tp. 21, Rge. 3, W. 5th, 15 acres irrigated. Two irrigations, 1st June and 15th August.

Crop:—Native grasses 15 acres, yield 15 tons. Soil, light sandy loam. Crop good but laid by snow.

ALEX. AIRD, Tp. 20, Rge. 4, W. 5th, 40 acres irrigated. Two irrigations, 1st May and 15th July.

Crop:—Native grasses 40 acres, 50 tons. Soil, black sandy loam. Harvest, 1st August.

GEORGE BELL, Tp. 21, Rge. 3, W. 5th, 40 acres irrigated. Irrigated 9th June.

Crop:—Hay, 60 acres, yield 50 tons. Soil, sandy on gravel. No hay could be grown without irrigation. Thinks meadows should be irrigated in early spring.

Mrs. JANIE BRODERICK, Tp. 18, Rge. 28, W. 4th, 30 acres irrigated. One irrigation end of July. Hay irrigated last fall.

Crop:—Oats, 15 acres, 600 bushels. Potatoes, 2½ tons to the acre. Harvest, grain, September. First time for five years I have had a garden. Potatoes under irrigation yielded four times former crop. Owing to scarcity of lumber was late getting water on land. The irrigated oats stood nearly five feet high and those not irrigated did not grow at all.

BLAKE and MILES, Tp. 9, Rge. 1, W. 5th, 21 acres irrigated. First irrigation 15th May, last irrigation 20th July.

Crop:—Oats, 12 acres cut green, 16 loads. Timothy, 9 acres, poor, 7 tons. Vegetables medium. Harvest: Grain, 6th to 8th September; Hay, 20th July; Vegetables, 5th October. Ditches not completed therefore crop not so good as might be. Timothy running out.

S. BROCARD, Tp. 8, Rge. 25, W. 4th, 30 acres irrigated. Two irrigations, early in June, and late in July.

Crop:—Wheat, 2½ acres 50 bushels. Oats, 20 acres 700 bushels. Native Grasses, 7½ acres 7 tons. Harvest: Grain end of September, Hay end of August. Wheat an uneven crop. Part of oats cut for green feed. Owing to location of ditch result is not so satisfactory as it would be if ditch was more satisfactorily located.

D. BRANIFF, Tp. 11, Range 23, W. 3rd. 230 acres irrigated. Two irrigations, 12th April and October.

Crop:—Wheat, 4 acres, 4) bushels; Oats, 20 acres, 600 bushels; Native Grasses, 160 acres, 100 tons; Vegetables, 4 acres, 500 bushels. Harvest: Grain, August and September; Hay, July to October; Vegetables, 20th October. Creek low when water was most wanted. Good plan to irrigate in spring and fall where water is scarce in summer. Irrigation banishes gophers.

H. F. COOK, Tp. 1, Range 20, W. 4th. 35 acres irrigated. No irrigations.

Crop:—Oats, 35 acres cut for hay. Too cold for grain or vegetables to ripen. Sufficient rain this season so did not irrigate.

COCHRANE RANCHE, Tp. 5, Range 26, W. 4th. 170 acres irrigated. Irrigations: Grass, 2; grain, 1. Grass, 1st June and 12th July; grain, 15th June.

Crop:—Oats, 32 acres, 90 tons, cut green; Native Grasses, 137 acres, 70 tons; Vegetables, 1 acre 550 bushels. Soil, light sandy loam. Harvest: Grain, 8th August; Hay, 27th July; Vegetables, 1st October. Early part of season cold and unfavourable. Large part of meadows watered not good enough to cut.

H. D. CRITCHLEY, 20 acres irrigated. Five irrigations, from 20th June to 20th August.

Crop:—Oats, 20 acres, 50 loads cut green. Harvest, 1st September. Vegetables, very fair crop. Irrigate in fall and before spring sowing if possible. It is not advisable to irrigate very young grain. Irrigate on dull days or at night.

CARDSTON COLONY, Tp. 3, Range 25, W. 4th. Two irrigations.

Crop:—No record of yield kept. Supplies drawn all summer. Yield doubled by irrigation. Variety of garden crops. Works not completed for irrigating grain lands. Verdict in favour of irrigation.

CALGARY IRRIGATION CO., Tp. 24, Range 3, W. 5th. 140 acres irrigated. Irrigated 11th to 30th May.

Crop:—Native Grasses, 140 acres, 173 tons. Harvest in August. Lands unfenced, consequently best results not obtained, as hay was destroyed by cattle. Acreage is estimated. Harvest greatly interrupted by broken weather.

CANADIAN LAND AND RANCHE CO., Tp. 12, Range 22, W. 3rd. 150 acres irrigated. Irrigated from 1st May to 15th June.

Crop:—Native Grasses, 225 tons. Soil, sandy. Harvest, August and September.

CANADIAN LAND AND RANCHE CO., Tp. 13, Rge. 19, W. 3rd. 80 acres irrigated. Irrigated from 1st May to 15th June.

Crop:—Native Grasses, 100 tons. Soil, sandy. Harvest, August and September.

O. A. CRITCHLEY, Tp. 24, Rge. 2, W. 5th. 75 acres irrigated. Irrigated 31st May.

Crop:—Wheat, 25 acres, 70 tons; Oats, 40 acres, 100 tons; Oats, 10 acres, 300 bushels. Harvest, 5th September. Small portion of crop not reached by water was completely burnt up and yielded nothing.

JEAN CLAUSTRE, Tp. 10, Rge. 24, W. 3rd. 20 acres irrigated. No irrigations.

Crop:—Native Grasses, 20 acres, 40 tons. Found water too cold last year. Intend to make a reservoir to hold water so that sun may warm it next season.

A. E. BANNISTER, Tp. 22, Rge. 28, W. 4th. 50 acres irrigated. Three irrigations from 1st June till middle of July.

Crop:—Native Grasses, 50 tons; Vegetables, all kinds, good crop. Harvest, Hay, July. After cutting, pasture proved good feed for fattening steers off at end of September.

DIXON BROS., Tp. 11, Rge. 26, W. 3rd. 3 acres irrigated. Irrigated at intervals, 3rd year.

Crop:—Oats, about 240 bushels. Harvest, September. Cut on green side and will not be threshed. If allowed to ripen would yield about 80 bushels to the acre.

Mrs. ANNIE DOWLING, Tp. 22, Rge. 3, W. 5th. Two irrigations in June and August.

Crop:—Oats, 9 acres, 45 loads cut for hay. Harvest, 6th September. First year of irrigation. Ditch not complete in time to get water on where most needed.

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W. B. ELLIOTT, Tp. 26, Rge. 4, W. 5th. 50 acres irrigated. Irrigated from 25th May till 27th June. Crop:—Wheat, 2 acres, 42 bushels; Barley, 4 acres, 132 bushels; Oats, 14 acres, 610 bushels; Rye, 6 acres, cut green; Native Grasses, 20 acres, 5 tons; Potatoes, 1 acre, 45 bushels. Harvest: Grain, August and September; Vegetables, October 6th. Small vegetables first sown failed on account of frost and worm. Potatoes crippled by frost, 23rd June and 24th July.

WILLIAM EDGAR, Tp. 22, Rge. 3, W. 5th, 125 acres irrigated. Four irrigations. First in Fall of 1895, last end of July, 1896.

Crop:—Oats, 1 acre, 80 bushels. Oats, 14 acres, 40 loads, cut green. Timothy, 30 acres, 45 tons. Native Grasses, 80 acres, 100 loads. Soil, deep loam. Harvest: Grain, 14th September; Hay, 30th August; Timothy sown on grass in 1894 (4 lbs.) crop now in first class condition. Recommends that Timothy be sown in this way.

C. W. S. ELTON, Tp. 8, Rge. 1, W. 5th, 28 acres irrigated. Irrigated 1st July to 4th August.

Crop:—Oats, 14 acres, 561 bushels. Oats, 14 acres, 28 tons, cut green. Harvest: Grain, 18th September; Hay, 26th August. 14 acres oats threshed yielded 40 bushels to the acre, weighing over 40 lbs. to the bushel. Green feed was three to five feet high. Season so excessively dry that much of the grain did not germinate until after irrigation. Would have irrigated sooner, but ditch was not completed in time.

H. H. FAUQUIER, Tp. 10, Rge. 25, W. 3rd, 25 acres irrigated. Irrigated about 12th July.

Crop:—Wheat, 2 acres, 3 large loads. Barley, 1 acre, 1 large load. Oats, 20 acres, 27 loads. Potatoes, 1 acre, 260 bushels. Harvest, middle of August. Wheat and barley not yet threshed. All vegetables were very good. Rain fell in spring and latter part of summer which made one irrigation sufficient.

JOSEPH FISHER, Tp. 21, Rge. 3, W. 5th, 80 acres irrigated. Two irrigations from beginning of June to latter part of July.

Crop:—Native Grasses, 80 acres, 100 tons. Soil, loam with gravel subsoil. Water supply insufficient. 100 acres lying low, moistened by water produced best hay.

JOHN FURMAN, Tp. 1, Rge. 26, W. 4th, 31 acres irrigated. Irrigated from 15th April to middle of June.

Crop:—Oats, 9 acres, not threshed. Timothy, 22 acres, 2½ tons per acre. Soil, black loam. Harvest: Hay, 1st August; Grain, 15th September. Country no use without irrigation. Oats too heavy, Timothy 2 to 2½ tons to the acre.

W. M. GUNN, Tp. 9, Rge. 2, W. 5th, 28 acres irrigated. One irrigation 10th June.

Crop:—Oats, 10 acres, 407 bushels. Oats, 18 acres, 35 tons. Vegetables, ½ acre, 3¼ tons. Harvest: Grain, 25th September; Hay, 29th September; Vegetables, 1st to 10th October. Grain grew 6 ft. 6 in. high, a little too rank for threshing but fine for feed.

CAPT. M. GARDNER, Tp. 24, Rge. 4, W. 5th. Irrigated in patches. Irrigations: Timothy, 22nd May and 1st June. Oats, 18th July and 6th August.

Crop:—Oats, 27 acres 54 tons; Timothy, 2 acres 3½ tons. Harvest: Oat-hay commenced 31st August. Would have only had half a crop without irrigation, and no Timothy. Crop is hardly a fair estimate, as was delayed in cutting irrigated hay until after first snow and frost came.

COLIN GENGE, Tp. 9, Rge. 25, W. 4th. Six acres irrigated. Three irrigations, two weeks apart.

Had 35 acres under cultivation. Cut it green for hay. Had more from the 6 acres which were irrigated than from the 29 acres not irrigated, though did not get water on the land until late in June.

HIGH RIVER HORSE RANCHE Co., Tp. 13, Rge. 29, W. 4th. 20 acres irrigated. One irrigation, 1st July.

Crop:—Wheat, 20 acres, 20 tons, cut green. Harvest, 15th August. First time water has been applied. System of laterals not completed. Result satisfactory.

W. R. HULL, Tp. 22, Rge. 1, W. 5th. 325 acres irrigated. Two irrigations. From beginning of June to latter end of July.

Crop:—Wheat, 7 acres, 255 bushels; Barley, 8 acres, 370 bushels; Oats, white, 14 acres, 667 bushels; Oats, black, 3 acres, 185 bushels; Timothy and Bromus, mixed, 100 acres, 535 tons; Bromus, 33 acres, 128 tons; Native Grasses, 25 acres, 40 tons; Vegetables, no estimate of quantity, but all first-class crop. Soil, sandy and black loam. Harvest: Grain about 25th August; Hay about 15th August. Also had about 100 acres under grain, principally oats and wheat, which was cut for green feed and which yielded 375 tons of feed.

FRASER AND MCKINNON, Tp. 21, Rge. 2, W. 5th. 300 acres irrigated. Irrigated twice, 1st June and 25th July.

Crop:—Native Grasses, 300 acres, 200 tons. Harvest, August and September. Water should have been turned on a month earlier, but feared the weather was too cold. Have come to the conclusion that land with gravel subsoil cannot be hurt by early watering.

F. A. JACKSON, Tp. 21, Rge. 3, W. 5th. 50 acres irrigated. Irrigated whenever sufficient water in creek.

Crop:—Native Grasses, 12 tons hay. Soil, clay loam. Had hay elsewhere, so only cut a small portion of irrigated meadow. Harvest in September.

JONES & SMART, Tp. 19, Rge. 15, W. 3rd. 150 acres irrigated. Irrigated March, April, June and July.

Crop:—Oats, 10 acres, 10 tons. Native grasses, 140 acres, 20 tons. Vegetables, ½ acre, 75 bushels. Potatoes. Harvest: Hay and Oats, July; Vegetables, October. Have not a sufficient supply of water to expect good results on grass land for a number of years.

GLENGARRY RANCHE, Tp. 12, Rge. 29, W. 4th. 135 acres irrigated. Three irrigations, 1st June to 20th July.

Crop:—Wheat, 5 acres, cut green. Oats, 70 acres, cut green. Rye, 10 acres, cut green. Timothy, 35 acres, 70 tons. Vegetables, 3 acres, grand crop. Harvest: Grain, September; Hay, August; Vegetables, October. Grain was sown on breaking about end of May. Promised to be heavy crop, but severe snow storm early in September flattened it so that it did not recover.

H. S. LOTT, Tp. 24, Rge. 2, W. 5th. Irrigations frequent from 15th May to 1st August.

Crop:—Oats, 10 acres, 679 bushels. Oat-hay, to the acre, 5 tons. Timothy, 2½ acres, 6 tons. Native grasses, 100 tons. Vegetables, good. Grain crop irrigated. Warm weather in February drew frost from the ground. Did not require more than 5 tons oat-hay. Soil, black loam. Harvest: Grain first week in September; Hay, end of July.

GEORGE LANE & Co., Tp. 14, Rge. 29, W. 4th. 100 acres irrigated. Several irrigations.

Crop:—Native grasses, 100 acres, 100 tons. Hay, extra good quality. Third year of irrigation, and think there is improvement.

P. LACHANCE, Tp. 8, Rge. 25, W. 4th. 60 acres irrigated. Irrigated 17th May.

Crop:—Wheat, 7 acres, 200 bushels. Oats, 24 acres, 800 bushels. Native Grasses, 1½ acres, 2 tons. Potatoes, 1½ acres, 250 bushels. Green Oats, 26 acres, 30 tons. Harvest: Wheat, 3rd September; Oats, 20th August; Hay, 20th August; Vegetables, 15th October. Land under wheat irrigated twice; other lands once. Potatoes were irrigated last year.

LEEDS, ELLIOTT & Co., Tp. 12, Rge. 28, W. 4th. 25 acres irrigated. Irrigated from 1st July till 1st August.

Crop:—Wheat, 10 acres, not threshed. Barley, 4 acres, not threshed. Oats, 50 acres, not threshed. Rye, 8 acres, not threshed. Bromus, 2 acres, left to seed down. Native Grasses, left to seed down. Potatoes, ¾ acre, 400 bushels. Ice carried away flumes in spring, making irrigation late. What was watered was simply wonderful. Grain that was apparently burnt to the ground grew 3 feet in 20 days after being irrigated; native grasses also showed similar growth. Had it not been for the water would have had nothing. Green feed went about 3 tons to the acre.

A. A. LINQUEST, Tp. 1, Rge. 26, W. 4th. 25 acres irrigated. Irrigated 1st July.

Crop:—Timothy, 20 tons. Potatoes, 1 ton. Harvest: Hay, 25th August; Vegetables, 20th October.

W. R. LEES, Tp. 6, Rge. 1, W. 5th. 22 acres irrigated. Irrigated from 24th June to 29th June.

Crop:—Wheat, 3 acres, 90 bushels; Barley, 5 acres, 90 bushels; Oats, 6 acres, 240 bushels; Oats and Timothy, 8 acres, 16 tons. Harvest: 5th August to 20th September. Owing to bad weather during harvest a great deal of grain was lost. Oats weighed 46 lbs. to the bushel.

W. MOORE, Tp. 10, Rge. 25, W. 3rd. 90 acres irrigated. Two irrigations, 1st May and 1st June.

Crop:—Native grasses, 90 acres, 70 tons. Harvest: 1st August. Creek dried up early in June, therefore could not make a success.

W. R. MOSELEY, Tp. 22, Rge. 3, W. 5th. 95 acres irrigated. Irrigated from 22nd June till 6th July.

Crop:—Oats, 6 acres, 30 loads; Rye Grass, 7 acres, 14 loads. Soil, black loam. Harvest: Grain, 12th August; Hay, 18th August. Irrigation a great benefit.

C. MCCARTHY, Tp. 10, Rge. 23, W. 3rd. 15 acres irrigated. Two irrigations, potatoes only. 1st July and 15th July.

Crop:—Oats, 14 acres, 700 bushels; Potatoes, 1 acre, 300 bushels. Harvest: Grain, 15th September. Potatoes, 1st October. Land is situated on a low bend of creek and oats did not need irrigating. Left water on potatoes about 12 hours, or until land was well soaked.

J. W. OCKLEY, Tp. 22, Rge. 3, W. 5th. 95 acres irrigated. Three irrigations from June 20th to September.

Crop:—Timothy, 15 acres, 30 tons; Bromus, 15 acres, 10 tons; Native Grasses, 72 acres; Garden. Soil, sandy loam. Harvest: Hay, July and August. Vegetables, October. The Bromus was mostly sowed this season and made good stand for next year. The old stand of same was a good crop of 3½ tons to the acre. Timothy was sown on 10th June, cut 31st August, yield 2 tons to the acre. A wonderful crop on first season.

M. OXARART, Tp. 6, Rge. 27, W. 3rd. Irrigated at intervals. Eighth year.

Crop:—Oats, 25 acres, 800 bushels; Native Grasses, 300 acres, 350 tons; Vegetables, good crop. Harvest from 1st July to 1st September.

R. PATTERSON, Tp. 8, Rge. 25, W. 4th. 25 acres irrigated. Irrigated 15th May.

Crop:—Oats, 5 acres, 10 tons; Native Grasses, 20 acres, 25 tons. Harvest: Hay, 1st August; Oats, 25th August. Grain irrigated once, Hay continuously. Had better results from grass land which was irrigated last year. The place has been used as a pasture for the last twelve years and no hay had ever been cut on it before.

WILLIAM PEARCE, Tp. 24, Rge. 1, W. 5th. 35 acres irrigated. Irrigations: Oats, 3; Barley, 4; Timothy, 4; 20th May to 1st August.

Crop:—Barley, 6 acres, 270 bushels; Oats, 10 acres, 600 bushels; Oats and Peas mixed, 8 acres, 10 tons; Peas, 2 acres, 40 bushels; Timothy, 8 acres, 20 tons; Bromus, ½ acre; Vegetables, 3 acres. Soil, light loam. Harvest, 20th July to 8th September. Owing to inferior seed about half oats went 40 bushels to the acre, balance 80 bushels to the acre. Oats and peas made very high grade feed, both fairly matured. First ploughing being rough made irrigation difficult, and portions are so gravelly nothing will grow. Owing to inadequate threshing appliances 25 per cent of peas were not threshed and a large quantity were used as green peas for table use. Four acres of timothy seeded down previous year with barley, equalled 3 tons to the acre, balance seeded with wheat, very thin, in places none. Benefits of irrigation last year were very marked.

CHARLES PRIDDIS, Tp. 22, Rge. 3, W. 5th. 7 acres irrigated. Two irrigations, fall 1895, spring 1896.

Crop:—Native Grasses, 10 loads. Harvest, July. Will have a good deal more under water this year seeded to timothy.

SAMSON & McNAUGHTEN, Tp. 24, Rge. 2, W. 5th. 76½ acres irrigated. Irrigated 3rd June to 10th August.

Crop:—Wheat, 6 acres; Barley, 6 acres; Oats, 14½ acres, all cut green, about 2 tons to acre of feed; Native Grasses, 50 acres, 60 tons.

SHEEP CREEK IRRIGATION CO., Tp. 20, Rge. 1, W. 5th. 1,200 acres irrigated. Five irrigations from 1894 to 1896.

Crop:—Wheat, 10 acres, green feed; Oats, 20 acres, 800 bushels; Native Grasses, 200 tons. Harvest, 10th September. Only got about 100 acres properly irrigated, as were finishing main ditch, and did not complete it until July, this year.

C. H. SHEDDON, Tp. 11, Rge. 25, W. 3rd. 25 acres irrigated. Three irrigations from 10th June to 20th July.

Crop:—Native Grasses, 10 tons.

ROBERT TURNER, Tp. 21, Rge. 3, W. 5th. 60 acres irrigated. Two irrigations, June and August.

Crop:—Native Grasses, 60 acres, 80 tons. Soil, black loam; Harvest, September.

A. T. WALLACE, Tp. 10, Rge. 24, W. 3rd. Irrigations, 1st April. No water after 15th July.

Crop:—Oats, 7 acres, cut green; Native Grasses, 10 acres, 20 tons. First season. Harvest, 17th August. If irrigated in fall would have had better crop. Potatoes good crop, not irrigated.

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JOSEPH T. WAITE, Tp. 20, Rge. 4, W. 5th. 40 acres irrigated. Irrigated at intervals all summer. Crop:—Oats, 2 acres, 4 tons; Native Grasses, 40 acres, 45 loads. Soil gravelly. Harvest, Hay latter end of August. Oats produced by soakage only. Irrigation was not complete owing to want of laterals, but crop increased one-half by water applied.

R. A. WALLACE, Tp. 10, Rge. 28, W. 4th. 300 acres irrigated. Irrigated from 10th June till 15th July. Crop:—Wheat, Barley, Oats, mixed, 40 acres, 150 tons green feed; Bromus, one-tenth acre good; Native Grasses, 260 acres, 250 tons; Vegetables, $\frac{1}{2}$ acre good. Soil, sandy loam. Harvest, Grain 1st to 15th September; Hay, 25th July to 15th September. Spring cold, making growth slow, especially of grass cut in 1895. Would prefer to irrigate in fall, so that water need not be put on till grass and grain are well up.

GEORGE T. YOUNG, Tp. 22, Rge. 3, W. 5th. 103 $\frac{1}{2}$ acres irrigated. Irrigated from end of May to 1st of June.

Crop:—Oats, 3 $\frac{1}{2}$ acres, 18 loads; Native Grasses, 100 acres, 200 tons. Harvest, 20th July. Irrigation has at least doubled the production of hay on this slough.

J. C. WARREN, Tp. 21, Rge. 3, W. 5th. 40 acres irrigated. Irrigated from 15th June to 1st July.

Crop:—Native Grasses, 40 acres, 50 tons. Harvest, August. Did not get sufficient water owing to breach in dam.

CALGARY HYDRAULIC COMPANY, Tp. 24, Rge. 1, W. 5th. 100 acres irrigated. One irrigation each to wheat, barley and oats. 26th June and 28th July.

Crop:—Wheat, 40 acres, 570 bus., Barley, 30 acres, 898 bus.; Oats, 30 acres, 1,780 bus. Harvest, 18th September.

MAUNSELL BROS., Peigan Reserve. 5 acres irrigated. Two irrigations, 21st June and 16th July.

Crop:—Oats, 5 acres, 21 loads. Harvest, 12th September. Crop nearly killed by drought before we got water on the land.

A. S. MCKAY, Tp. 24, Rge. 2, W. 5th. 25 acres irrigated. Two irrigations, 8th June and 12th July.

Crop:—Wheat, 8 acres, 216 bushels; Oats, 12 acres, 600 bushels; Rye, $\frac{1}{2}$ acre, 10 bushels; Vegetables, 2 acres, very fair; Potatoes, 300 bushels to the acre. Harvest, August and September.

T. P. MCHUGH, Tp. 22, Rge. 19, W. 4th. 50 acres irrigated. Four irrigations from 15th May to 15th August.

Crop:—Oats, 50 acres, 3,500 bushels. Harvest, 20th September.

A. C. NEWSON, Tp. 21, Rge. 3, W. 5th. 120 acres irrigated. Irrigated weekly from 1st June to 20th July.

Crop:—Native Grasses, 120 acres, 140 tons. Harvest, 1st August.

F. W. PEACOCK, Tp. 11, Rge. 25, W. 3rd. 5 $\frac{1}{2}$ acres irrigated. Two irrigations, 15th June and 17th July.

Crop:—Native Grasses, 60 tons. Harvest August. Not enough furrows to distribute water properly, or result would have been better.

W. H. QUAIL, Tp. 12, Rge. 29, W. 4th. 30 acres irrigated. Irrigated 20th June to 20th July.

Crop:—Oats, 20 acres, 60 tons; Alfalfa, 3 acres seeded last year; Bromus, 1 acre seeded last year; Potatoes, $\frac{1}{2}$ acre, 100 bushels. Harvest, August. Think hay land can be irrigated with advantage in the fall and earlier in the spring than for a green crop.

D. RILEY, Tp. 18, Rge. 29, W. 4th. One acre irrigated. Two irrigations, 1st and 15th August.

Crop:—Potatoes, 1 acre, 200 bushels. Harvest, 10th October. In former years the largest quantity of potatoes raised off the same ground without irrigation was 50 bushels.

C. C. SHORT, Tp. 18, Rge. 29, W. 4th. 50 acres irrigated. Irrigated from 20th June to 15th July.

Crop:—Wheat, 10 acres, 335 bushels; Oats, 40 acres, 2,200 bushels. Harvest, 20th August to 20th September.

S. W. SHAW, Tp. 23, Rge. 1, W. 5th. $\frac{1}{2}$ acre irrigated. Irrigations as needed.

Crop:—Peas, $\frac{1}{2}$ acre, Turnips, $\frac{1}{2}$ acre, 9 tons. Peas a splendid crop, all used green.

R. WALSH, Sr., Tp. 22, Rge. 3, W. 5th. 16 acres irrigated. Three irrigations.

Crop:—Oats, 10 acres, 40 tons; Native Grasses, 6 acres, 15 tons. Harvest, August and September. Did not give irrigation a fair trial this year, as water by irrigation was not badly needed, this being first crop.

J. W. McLAUGHLIN, Tp. 19, Rge. 29, W. 4th. 91 acres irrigated. Irrigated from 9th May to 10th July.

Crop:—Wheat, 7 acres, 200 bushels; Oats, 25 acres, 900 bushels; Oats, 25 acres, 50 loads cut green; Rye, 30 acres, 30 loads; Potatoes, 4 acres, 1,600 bushels. Harvest: Grain, 28th August; Hay, 20th August; Potatoes, October. Should irrigate in fall on summer-fallow. Part of wheat irrigated previous year went 40 bushels to the acre.

SAMUEL HOWE, Tp. 19, Rge. 3, W. 5th. 120 acres irrigated. Two irrigations, 10th June and 28th July.

Crop:—Rye, 18 acres, 35 tons; Native Grasses, 100 acres, 100 tons; Vegetables, $\frac{1}{2}$ acre, 80 bushels. Harvest: Grain, 5th August; Hay, 8th August. Without irrigation would not have been able to raise half the crop.

JOHN QUIRK, Tp. 21, Rge. 4, W. 5th. 220 acres irrigated. Irrigated all summer from 1st June to 1st August.

Crop:—Rye, 15 acres, 25 tons; Native Grasses, 200 acres, 200 tons; Potatoes, $\frac{1}{2}$ acre, 60 bushels. Harvest: Grain, 1st August; Hay, 5th August. Without irrigation would not have been able to cut any hay on the land.

JOHN WARE, Tp. 20, Rge. 4, W. 5th. 90 acres irrigated. Fifth year; first irrigation, 1st May, 1892, last irrigation, 1st May, 1896.

Crop:—Wheat, 3 tons to the acre; Oats, 2 tons to the acre; Native Grasses, 2 tons to the acre. Harvest, 6th August.

JOHN NELSON, Tp. 8, Rge. 1, W. 5th. 180 acres irrigated. Two irrigations, 15th May and 15th July.

Crop:—Oats, 16 acres, 500 bushels; Peas, $\frac{1}{2}$ acre, 700 lbs.; Native Grasses, 50 acres, 65 tons; Cabbage, 1 acre, 3 $\frac{1}{2}$ tons; Potatoes, 1 $\frac{1}{2}$ acres, 6 tons; Turnips, $\frac{1}{2}$ acre, 3 $\frac{1}{2}$ tons. Harvest: Peas, 1st August; Oats, 28th August; Hay, 15th August; Vegetables, 30th September.

NORTH-WEST MOUNTED POLICE, Police Reserve, Stand-Off. 128 acres irrigated. Two irrigations, 4th and 13th July.

Crop:—Native Grasses, 128 acres pasture; Vegetables, 4 acres, 10,000 lbs. Harvest: Vegetables, 8th October. Beets, turnips, mangolds and potatoes, good crop. Grass also good when water was put on.

It is quite evident from a consideration of the returns from irrigators as given in the above Bulletin, that satisfactory returns cannot be expected from the irrigation of native grasses, or more properly speaking that it will pay much better to break up land under a ditch and plant it with grain or some good fodder grass than to continue to put water on the native sod. The table of values given in the bulletin shows that cultivated areas produced crops last year varying in value from \$10 to \$25 per acre, while the areas of native grass irrigated, only produced a crop of a value of a little over \$6 per acre. The reason for this is easily understood when it is mentioned that the native grasses are the product of arid conditions, and that they must be given time to accustom themselves to the humid conditions resulting from irrigation before heavy crops of hay can be expected.

BOUNDARIES OF THE ARID REGION, AND METEOROLOGICAL INFORMATION REGARDING THAT REGION.

When the first general report on irrigation was issued in 1894, a description was given therein of the boundaries and area of the arid portion of the Territories, this description being based on the information then available. Since that date additional data relating to this subject has been obtained and it is therefore necessary to amend the description of the boundaries and area given in that report so as to include portions of the Territories which this later information has proved require the artificial application of water to make crop production certain.

The boundaries of the portion of the Territories which is now known to be arid in the sense that the rainfall is insufficient during the majority of years to insure the production of crops may be described as follows:—

Commencing at the intersection of the International Boundary with the Second Initial Meridian (Longitude 102°) and running thence north-westerly, following very closely the line marking the westerly limit of the bluff country and the eastern limit of the great plains proper until the South Saskatchewan River is reached about the north boundary of Township 33. From thence the boundary is deflected rather more to the north crossing the north branch of the Saskatchewan River in Range 14 West of the 3rd Meridian, and extending as far north as Township 50.

From thence the boundary runs about thirty miles to the west, and thence turning to the south-west, runs in that direction to the north boundary of Township 30, in Range 27 West of the 4th Meridian and from thence west to the Rocky Mountains.

This portion of the Territories comprises an area of 101,340 square miles, and its relation to the remaining portion of the Territories and the boundaries of the region will be more readily understood from the map covering this report.

It will be noticed that the addition made to the arid regions, as described in the report for 1894, comprises a triangular shaped portion of the country embracing the district immediately surrounding Battleford, and the open plains lying south of the Eagle Hills in that neighbourhood. The table of precipitation given below for Battleford, a central point in this district, shows that the annual precipitation at that point during the past six years has been about twelve inches, and although the rainfall in this portion of the district covered by the Eagle Hills is probably considerably in excess of that at Battleford, it is now quite evident that the country lying along the north slope of these hills and extending north for some distance from the Saskatchewan River and the plains situated to the south and west of these hills will require irrigation if grain as a fodder crops is to be made a certainty. Unfortunately the water supply available for irrigation in that portion of the Territories is very limited, the two principal streams, the Saskatchewan and Battle Rivers both flow in very deep valleys, and diversion of these waters except for the irrigation of the immediate bottom lands along the streams is impracticable. The small streams heading in the Eagle Hills are of minor importance and do not carry sufficient water to irrigate any large areas, but it is probable that the present supply from that source can be largely augmented by the construction of reservoirs to retain the spring run-off until the water is needed for irrigation.

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There are certain areas of considerable importance in themselves included in the area of the arid portion of the Territories as above described within which the rainfall is sufficient to mature crops. These areas consist of the Wood Mountains, Cypress Hills and Eagle Hills, which form the watersheds in this portion of the Territories in which they are situated, and although the precipitation is probably sufficient to mature crops the areas are rough and broken and unsuited to agriculture, and are therefore useful only as watersheds to collect moisture for the irrigation of the plains areas surrounding these hills.

The part which these local watersheds will play in the reclamation of indigenous irrigable areas is very important if steps are taken to locate and segregate the sites in the hills which are suitable for the storage of the spring or freshet discharge of the streams heading therein until this water is needed for irrigation. It is also very necessary that some immediate steps should be taken to preserve the present forest areas in these hills so that the run-off therefrom may not take the form of floods or sudden freshets, as it is sure to do if these areas are denuded of timber. The importance of preserving our present forest areas on the different watersheds of the arid regions has been referred to in past irrigation reports, and the matter will be more fully dealt with further on in these pages.

In the irrigation report for 1894 considerable information is given regarding the climatology of the arid portion of the Territories, but it is desirable that this information should be brought down to date, and that some additional notes regarding this important question should be given herein.

In the first place it is desirable in studying this question to carefully schedule and digest the meteorological data obtained from the observations of the different stations maintained at points in the arid region by the meteorological department. This has been done and the results are given on schedule forms herewith.

SCHEDULES.

MEAN Temperatures at Swift Current, Assa.—Elevation above Sea, 2,400 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1886.....	7.4	18.9	21.8	42.7	53.1	63.8	72.7	64.7	49.3	41.6	22.7	7.6	37.62
1887.....	3.8	7.7	23.8	39.1	51.8	58.5	64.3	59.3	53.1	36.0	23.4	7.0	33.73
1888.....	6.1	13.0	11.8	35.7	48.0	57.9	64.6	61.6	55.5	39.7	23.0	19.7	35.37
1889.....	9.0	13.2	32.0	45.6	49.6	60.7	62.5	65.7	50.9	42.7	25.3	11.0	39.02
1890.....	6.9	4.1	19.0	38.3	49.1	62.5	68.1	61.0	49.3	39.1	32.5	24.2	36.01
1891.....	19.2	3.1	17.1	45.2	50.6	56.4	62.5	62.2	54.1	38.8	20.3	17.6	36.74
1892.....	6.5	8.7	23.5	35.0	45.1	58.3	66.5	63.3	54.0	42.4	19.6	7.7	35.88
1893.....	7.3	1.6	12.5	30.8	52.7	59.3	65.9	64.6	49.9	33.9	16.6	13.5	33.78
1894.....	2.8	8.4	20.0	42.2	53.6	63.8	70.3	68.3	50.6	38.0	22.5	15.8	38.03
1895.....	3.9	7.1	21.6	47.8	51.7	57.0	65.0	62.1	48.7	42.4	24.4	15.8	37.29
1896.....	6.3	21.6	20.4	39.1	50.1	62.8	69.2	61.6	50.2	42.7	4.0	23.8	37.6
Means.....	2.8	7.6	20.3	43.9	50.5	60.1	65.6	63.1	51.4	39.7	21.3	14.9	36.46

MEAN Temperatures at Chaplin, Assa.—Elevation above Sea, 2,261 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1883.	°	°	°	°	°	°	°	°	°	°	°	°	°
1884.	-2.3	-6.2	14.3	37.6	56.0	66.7	65.5	65.7	48.0	39.4	26.2	-4.6	34.24
1885.	-5.5	2.7	27.5	42.6	54.3	62.3	71.2	55.4	45.7	42.4	36.6	20.2	.....
1886.	-15.2	-12.9	19.4	41.6	58.0	63.6	70.0	61.8	51.9	38.2	23.9	7.4	34.97
1887.	-10.0	7.2	8.7	33.4	51.1	60.2	68.0	65.1	58.9	42.3	24.1	20.7	35.81
1888.	-7.2	11.4	28.2	43.4	54.7	66.6	66.0	69.2	53.2	45.4	25.3	7.6	39.91
1889.	-5.4	9.8	17.5	41.4	51.1	66.4	70.4	62.6	49.3	42.3	39.7	28.8	39.49
1890.	22.7	-11.1	10.8	49.5	57.7	59.2	66.3	65.0	55.8	38.7	20.2	17.8	37.72
1891.	0.7	6.8	20.7	38.7	42.2	63.8	75.2	64.8	54.4	48.9	21.0	0.0	.....
1892.	3.6	5.3	30.3	35.3	55.3	65.3	70.2	64.8	54.4	39.0	16.5	1.1	34.21
1893.	-4.0	-3.4	21.9	41.8	54.7	63.6	72.8	68.2	52.2	42.3	22.5	14.1	37.27
1894.	6.1	0.3	22.2	53.9	49.8	54.4	62.6	59.2	47.2	39.0	20.6	10.9	35.85
1895.	1.1	13.1	19.6	40.0	52.0	60.8	66.9	57.5	49.3	39.2	-1.2	19.0	34.77
Means.....	5	1.1	19.3	41.6	53.1	62.7	74.0	57.9	47.1	44.5	22.0	11.5	36.42

MEAN Temperatures at Regina, Assa.—Elevation above Sea, 1,885 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1885.	°	°	°	°	°	°	°	°	°	°	°	°	°
1886.	-13.6	-6.0	17.6	37.3	50.5	57.5	62.3	58.2	51.0	36.7	27.9	14.3	32.81
1887.	-15.3	-1.4	15.1	40.0	52.5	65.2	73.0	64.4	47.6	40.8	16.6	-3.5	32.92
1888.	-16.3	-15.1	13.7	36.8	53.0	59.9	62.8	60.3	53.0	32.7	23.2	2.5	30.54
1889.	-13.9	0.0	1.7	29.4	48.1	60.3	64.8	60.5	54.8	37.8	15.8	20.3	31.63
1890.	-4.8	1.9	30.0	43.3	50.8	60.3	63.2	66.6	49.3	41.5	19.5	6.7	36.49
1891.	-8.2	-11.1	9.2	36.8	46.3	64.0	66.5	60.5	49.3	40.4	29.6	17.8	34.17
1892.	-11.1	-9.8	7.9	43.5	49.5	56.8	62.7	60.7	53.1	37.9	16.3	8.8	33.21
1893.	-8.4	-1.8	13.6	31.5	44.3	57.1	65.9	63.2	54.4	43.0	16.9	-1.5	31.52
1894.	-2.0	-7.5	5.4	28.9	51.2	60.2	64.4	64.0	50.5	34.1	14.5	-1.7	30.17
1895.	-6.9	-0.4	12.9	40.5	52.8	64.7	71.2	68.3	50.4	.....	.....	9.5	.....
1896.	2.5	9.6	12.7	35.2	51.6	61.9	64.8	59.6	48.8	36.6	17.9	6.0	32.90
Means.....	-5.1	-3.7	12.7	36.6	50.0	60.5	65.6	62.2	50.8	38.0	17.08	8.5	32.64

MEAN Temperatures at Battleford, Sask.—Elevation above Sea, 1,620 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1891.	°	°	°	°	°	°	°	°	°	°	°	°	°
1892.	2.5	7.3	14.3	33.0	46.8	58.5	62.8	61.2	53.2	36.8	13.3	.....	.....
1893.	2.5	6.8	5.0	23.0	52.5	58.2	63.9	63.0	47.3	33.1	13.4	1.0	30.81
1894.	10.6	2.9	10.4	37.0	53.6	62.5	67.8	65.6	47.8	36.8	17.8	6.2	34.92
1895.	11.1	1.0	16.0	46.6	51.4	58.0	58.0	58.7	48.3	44.0	17.7	7.6	34.87
1896.	8.0	12.6	14.6	35.4	50.9	60.9	66.4	60.8	50.8	40.7	-1.9	7.1	33.9
Means.....	6.9	6.1	12.1	36.5	50.9	59.7	64.4	61.9	50.3	38.6	12.2	5.8	33.71

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MEAN Temperatures at Pincher Creek, Alta.—Elevation above Sea, 3,600 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1894.....	12.5	17.9	26.3	41.2	49.9	54.1	62.9	63.3	44.3	42.5	33.9	25.2	39.50
1895.....	10.3	19.9	27.6	42.2	48.9	53.9	60.7	61.2	54.1	42.4	27.8	25.3	39.53
1896.....	.....	.....	.....	34.9	45.1	58.4	64.8	.....	.....	43.8	6.6	30.6	.....
Means.....	11.4	18.9	26.9	59.1	47.9	55.4	62.8	62.2	49.2	42.9	22.7	27.0	39.51

MEAN Temperatures at Calgary, Alta.—Elevation above Sea, 3,406 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1885.....	7.8	16.0	36.7	39.5	49.1	56.6	56.6	56.9	48.9	40.3	.....	.....	.....
1886.....	2.1	26.4	27.0	41.7	49.2	58.3	64.9	59.4	49.4	40.8	27.1	14.4	38.04
1887.....	4.0	4.1	24.8	38.6	49.6	53.5	60.3	56.8	50.3	39.9	25.6	9.0	34.02
1888.....	1.8	20.2	15.0	35.1	47.5	54.0	59.2	58.8	53.8	37.2	20.9	21.3	33.15
1889.....	16.7	18.6	35.0	44.6	49.3	57.6	59.3	58.2	48.7	44.3	27.7	13.9	39.54
1890.....	4.8	1.1	21.9	35.6	47.9	57.3	60.3	58.0	49.0	38.0	39.9	25.8	35.83
1891.....	26.5	0.2	23.5	43.3	49.3	54.9	61.5	58.2	50.7	42.1	23.2	18.8	37.68
1892.....	14.5	16.3	29.7	34.1	43.9	55.8	59.9	57.8	50.4	40.6	19.0	12.0	36.17
1893.....	14.7	4.0	19.1	32.7	49.4	52.2	59.2	60.5	48.3	34.8	17.9	17.7	34.21
1894.....	8.6	14.6	24.0	40.1	49.2	56.0	62.7	62.3	46.2	39.1	24.3	18.9	37.16
1895.....	2.1	13.1	25.3	43.5	49.6	54.3	59.4	57.3	44.9	42.2	27.5	19.6	36.57
1896.....	3.7	24.3	19.3	36.3	44.5	58.5	64.6	59.6	49.3	41.3	2.4	26.2	35.90
Means.....	7.5	10.9	25.1	38.7	48.2	55.9	60.6	58.7	45.8	40.1	23.2	17.9	36.39

MEAN Temperatures at Fort McLeod, Alta., for Three Years—Elevation above Sea, 3,060 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
Not specified...	19.4	25.7	25.1	42.5	53.2	61.1	67.1	64.3	54.6	41.0	27.2	25.9	42.26

MEAN Temperatures at Medicine Hat, Assa.—Elevation above Sea, 2,139 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1883.....	°	°	°	°	°	°	°	°	°	°	°	°	°
1884.....	11.1	9.4	18.5	39.9	57.4	65.2	63.6	64.8	48.4	43.2	32.4	0.6	37.77
1885.....	3.4	10.3	34.7	44.2	55.7	63.6	65.9	65.3	57.2	45.2	38.1	28.4	42.67
1886.....	4.7	27.5	29.1	48.1	58.0	68.6	68.3	70.2	54.8	45.7	27.5	14.2	42.27
1887.....	0.1	7.9	30.4	44.4	56.7	60.2	66.6	62.8	57.5	42.0	28.3	12.4	37.78
1888.....	2.1	20.3	17.8	42.3	52.8	60.7	66.9	64.0	58.2	41.7	23.5	19.6	38.81
1889.....	10.5	16.2	36.2	50.9	55.0	65.9	66.1	65.8	53.4	46.0	29.4	13.6	42.42
1890.....	7.8	0.3	25.3	42.6	55.0	64.3	71.0	65.0	52.6	42.5	36.5	28.6	39.66
1891.....	24.6	0.0	22.5	50.4	54.9	61.1	68.5	66.1	56.3	43.7	25.1	22.5	41.34
1892.....	14.0	15.0	31.8	39.1	48.4	62.2	67.8	64.3	55.4	43.7	23.7	10.8	39.78
1893.....	12.5	1.6	17.1	36.5	55.7	59.8	68.4	66.6	51.4	38.4	19.6	18.2	37.15
1894.....	7.8	14.2	26.1	46.2	56.7	63.1	73.0	68.7	52.8	41.6	28.6	21.3	41.68
1895.....	1.3	10.6	27.6	49.4	54.8	59.7	66.0	63.7	51.4	46.0	28.2	20.2	39.90
1896.....	3.7	24.3	19.3	36.3	44.5	58.5	64.6	59.6	49.3	45.2	2.0	26.5	36.00
Means.....	5.7	10.9	25.9	43.1	54.3	62.5	67.4	66.6	53.8	42.9	25.9	18.2	39.79

MEAN Temperatures at Maple Creek, Assa.—Elevation above Sea, 2,470 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
1884.....	°	°	°	°	°	°	°	°	°	°	°	°	°
1885.....	9.8	10.7	33.5	42.6	53.2	63.1	63.4	65.5	47.8	46.6	27.7	0.8	33.33
1886.....	2.5	27.0	27.8	46.1	56.7	68.7	74.7	67.4	52.9	44.4	25.8	13.4	41.87
1887.....	2.0	5.4	30.6	44.5	58.6	60.9	69.7	64.5	59.0	42.2	29.7	13.0	39.11
1888.....	0.3	19.8	18.7	43.7	54.0	61.1	70.6	66.8	62.9	45.6	27.7	24.6	41.27
1889.....	19.0	19.4	37.4	51.5	54.1	63.5	66.6	69.3	55.5	51.8	34.2	19.9	45.18
Means.....	1.68	14.30	29.60	53.68	55.32	63.33	68.38	66.21	55.81	45.60	29.73	1.65	41.55

Department of the Interior.

PRECIPITATION at Calgary, Alberta—Elevation above Sea, 3,406 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1885.....	0.65	0.96	0.84	0.49	0.41	2.15	3.70	3.06	T	T	0.30	0.35	12.91
1886.....	0.18	0.28	1.03	1.16	1.72	3.30	0.20	0.00	0.76	0.79	0.35	1.55	11.32
1887.....	0.92	0.19	0.35	0.22	0.70	2.15	3.54	2.19	1.54	0.13	0.99	0.77	13.69
1888.....	0.24	1.76	0.90	1.67	2.05	3.70	3.23	2.08	0.23	1.01	0.41	0.23	17.51
1889.....	0.92	0.75	1.50	T	2.04	0.61	2.37	T	1.39	0.52	0.12	1.37	11.59
1890.....	0.88	0.85	0.82	0.71	2.13	2.27	2.21	3.47	1.13	0.24	0.06	0.70	15.47
1891.....	0.20	0.50	T	0.07	1.38	2.20	2.81	1.58	0.97	0.27	0.20	0.46	10.64
1892.....	0.03	0.03	0.07	0.60	0.06	1.07	2.40	1.10	0.50	0.66	1.30	0.09	7.91
1893.....	0.55	0.20	0.15	0.47	2.47	1.11	1.95	0.88	0.76	0.74	1.20	0.57	11.05
1894.....	0.41	0.03	0.67	0.96	4.05	1.10	0.10	1.47	1.30	0.11	1.11	0.40	11.71
1895.....	0.96	0.57	0.70	0.58	0.34	1.97	4.97	1.18	2.53	0.21	0.49	0.62	15.12
1896.....	0.90	1.94	1.13	0.64	1.94	1.22	1.84	1.66	1.46	0.70	2.26	0.33	16.02
Means.....	0.57	0.67	0.74	0.69	1.61	1.90	2.44	1.69	1.12	0.45	0.73	0.62	12.92

PRECIPITATION at Gleichen, Alberta—Elevation above Sea, 2,928 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1885.....	.....	.....	0.43	1.24	0.48	1.90	3.10	1.75	0.52	0.00	0.00	1.20	.....
1886.....	1.04	0.06	0.70	0.60	1.52	1.49	1.27	0.00	0.15	T	.....	.....	.....
1887.....	.....	.....	.....	.....	0.10	.....	.....	.....	.....	.....	0.33	0.20	.....
1888.....	0.40	1.90	T	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1889.....	1.95	0.20	1.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Means.....	1.13	0.72	0.61	0.92	0.70	1.69	2.18	0.87	0.33	0.00	0.16	0.70	...

PRECIPITATION at Medicine Hat, Assa.—Elevation above the Sea, 2,139 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1883.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0.96	0.35	0.24	.....
1884.....	0.50	0.50	0.86	0.19	1.39	2.21	2.64	1.19	3.84	0.25	0.96	0.40	14.93
1885.....	0.68	0.39	0.56	0.85	0.13	3.51	1.60	1.49	0.04	0.10	0.02	0.00	9.37
1886.....	0.00	0.00	0.32	0.80	1.41	1.53	0.78	0.11	0.19	0.79	0.51	0.28	6.72
1887.....	0.30	0.00	0.00	0.63	0.12	5.75	0.29	0.98	0.41	0.46	0.25	0.70	9.89
1888.....	0.45	0.62	0.90	0.20	2.29	3.22	4.78	1.00	0.06	0.66	0.18	0.40	14.67
1889.....	0.10	0.20	0.43	1.00	2.66	0.23	1.92	0.00	0.28	0.00	0.42	0.77	8.01
1890.....	0.42	0.31	0.50	0.03	0.33	3.30	0.50	2.10	0.93	0.58	T	0.13	9.13
1891.....	0.19	1.51	1.31	0.37	1.13	4.34	1.28	1.02	1.14	0.20	0.30	0.36	13.15
1892.....	0.16	0.40	0.31	1.48	1.03	0.89	1.89	3.00	0.22	0.04	1.40	1.42	12.24
1893.....	1.58	0.70	0.23	0.77	1.09	2.25	2.53	2.17	0.34	0.41	1.23	1.16	14.46
1894.....	0.58	0.92	0.99	0.54	1.33	3.45	0.81	0.39	2.18	0.81	1.08	0.06	13.14
1895.....	0.88	0.91	1.19	0.26	0.55	2.31	4.86	0.24	1.88	0.29	0.52	0.24	14.13
1896.....	1.38	1.24	1.01	2.26	3.10	1.59	1.11	1.79	1.74	0.55	2.12	0.29	18.18
Means.....	0.56	0.60	0.66	0.72	1.26	2.66	1.92	1.19	1.02	0.47	0.72	0.46	12.16

PRECIPITATION at Maple Creek, Assa.—Elevation above Sea, 2,470 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1884.....					1 06	4 34	2 51	0 85	3 25	0 00	0 25	1 20	.....
1885.....	1 25	0 70	0 76	0 60	0 84	0 77	0 43	1 49	0 00	0 25	0 00	0 75	7 84
1886.....	0 95	0 18	0 50	0 10	0 20	5 02	0 75	0 47	0 47	0 17	0 75	1 40	10 96
1887.....	1 45	1 75	0 10	0 35	0 20	5 02	0 75	0 47	0 47	0 37	0 15	0 43	11 51
1888.....	1 05	0 18	0 50	0 15	1 20	5 05	1 28	1 64	0 63	0 48	0 10	T	12 26
1889.....	0 25	0 18	0 34	0 55	3 34	1 05	1 67	0 00	0 38	0 00	0 23	0 55	8 54
Means.....	0 98	0 60	0 44	0 35	1 14	3 54	1 23	0 82	0 87	0 21	0 25	0 72	10 22

PRECIPITATION at Swift Current Assiniboia—Elevation above Sea, 2,400 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1886.....	0 43	0 70	0 50	2 03	1 86	0 85	1 35	0 60	0 50	0 32	0 80	0 68	10 62
1887.....	0 87	1 49	0 51	1 60	1 56	3 85	3 70	1 62	1 44	0 64	0 11	0 62	18 01
1890.....	0 84	0 74	0 68	0 74	1 30	3 44	0 88	2 70	2 74	3 04	0 24	0 16	17 50
1891.....	0 36	0 44	1 44	1 52	1 16	6 80	3 36	3 20	1 64	2 07	1 32	1 24	24 55
1892.....	0 54	0 94	0 40	3 38	3 16	3 96	1 00	1 76	0 54	0 12	1 70	2 00	19 50
1893.....	1 34	1 26	0 98	0 24	0 37	1 04	3 22	2 28	0 56	1 53	0 70	1 02	14 54
1894.....	0 40	0 50	1 02	0 95	2 64	1 39	0 62	0 56	0 63	0 40	0 22	0 37	9 70
1895.....	1 29	0 50	0 20	0 04	1 77	3 02	3 32	0 34	0 97	0 04	0 27	0 56	12 32
1896.....	0 72	1 04	0 42	0 93	2 90	1 40	0 26	2 68	2 08	0 02	1 38	0 28	14 11
Means.....	0 75	0 85	0 68	1 30	1 85	2 86	1 97	1 75	1 21	0 91	0 75	0 77	15 65

PRECIPITATION at Chaplin, Assiniboia—Elevation above Sea, 2,261 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1883.....										1 45	0 25	0 50	.....
1884.....	1 10	2 45	0 42	0 42	0 11	4 03	1 83	2 49	3 62	1 43	0 44	0 60	18 94
1885.....	0 90	0 56	0 03				1 10				0 13	0 60	.....
1886.....				1 20	0 95	0 76	0 75	0 95	0 22	0 04	0 44	1 12	.....
1887.....	0 95	0 70	0 80	0 39	0 54	1 29	0 00	0 17	0 05	0 23	0 00	0 25	5 37
1888.....	0 63	0 55	0 55	0 60	1 13	0 45	0 10	0 18	0 00	0 57	0 10	0 05	4 91
1889.....	0 20	0 25	0 40	0 35	1 58	0 09	0 15	0 00	0 06	0 00	0 08	0 62	3 78
1890.....	0 20	1 10	0 30	0 10	0 15	1 36	0 09	0 21	1 07	0 68	0 00	0 00	5 26
1891.....	0 35	0 70	T	1 40	0 07	0 00	1 90	0 00	0 08	0 99	0 30	0 30	6 09
1892.....	0 10	0 20	0 20	0 80	0 04	0 51	0 00			0 00	0 77	0 20	
1893.....	0 49	0 60	0 10	0 08	0 04	0 17	0 22	0 26	0 03	0 25	0 50	0 25	2 99
1894.....	0 25	0 20	0 60	0 86	0 24	0 19	0 00	0 08	0 21	0 89	0 50		
1895.....	1 35	0 35	0 10	0 27	1 41	0 38	0 48	0 03	0 22	0 05	0 39	0 55	5 58
1896.....	0 45	0 25	0 65	1 22	3 30	0 52	0 36	1 09	0 19	0 08	1 35	0 20	9 66
Means.....	0 58	0 66	0 37	0 64	0 79	0 81	0 53	0 49	0 52	0 51	0 37	0 40	6 95

Department of the Interior.

PRECIPITATION at Regina, Assiniboia—Elevation above, Sea 1,885 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1883.....					2.25	0.93	1.11						
1884.....	0.33	0.18	0.30	0.38	0.13	3.55	1.80	0.91	1.52	0.68	0.53	1.15	11.46
1885.....	0.15	0.15	0.78	1.45	0.04	0.51	0.32	T	0.14	0.48	0.87	R	4.89
1886.....	0.00	0.56	0.60	T	0.14	0.01	0.06	0.05	0.03	T	0.30	0.15	1.90
1887.....	0.15	0.00	0.45	0.01	0.14	0.70	0.01	0.24	0.34	0.03	0.05	0.36	2.42
1888.....	0.85	0.50	1.25	0.83	0.12	3.68	1.29	1.35	0.00	0.53	0.25	0.10	10.75
1889.....	0.36	0.48	0.48	0.47	0.81	0.13	0.19	T	0.48	0.29	0.20	0.50	4.39
1890.....	0.35	0.48	0.45	0.12	0.67	4.96	2.04	0.92	0.96	1.98	0.20	0.50	13.63
1891.....	0.35	0.53	0.38	0.85	1.96	5.73	1.20	1.25	1.00	0.68	0.36	0.53	14.82
1892.....	0.10	0.25	0.73	2.28	1.26	1.10	1.22	2.07	1.70	1.21	0.32	0.28	12.52
1893.....	0.87	0.85	0.06	1.15	0.82	1.30	0.81	0.50	0.11	0.84	0.46	0.28	8.05
1894.....	0.45	0.33	0.35	0.78	0.80	1.08	0.14		4.51				
1895.....						1.68	4.51	0.49	1.09	0.15	0.55	0.55	
1896.....	0.33	0.08	0.10	2.23	4.00	5.49	1.63	2.71	0.48	R	1.30	0.55	18.90
Means.....	0.36	0.36	0.49	0.96	1.01	2.20	1.17	1.05	0.95	0.69	0.45	0.45	9.43

PRECIPITATION at Battleford, Saskatchewan—Elevation above Sea, 1,620 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1891.....				0.31	0.54	2.88	1.78	1.64	0.43	0.29	0.11		
1892.....	0.03	0.04	0.05	0.20	0.71	2.56	2.26	3.07	1.47	0.13	0.45	0.09	11.06
1893.....	0.03		0.02	0.13	0.26	4.81	1.71	1.86	0.70	0.79	0.28	0.34	10.95
1894.....	1.37	0.14	0.70	0.87	0.97	3.59	1.72	1.61	1.44	0.41	0.23	0.42	13.47
1895.....	0.23	0.29	0.08	0.07	2.13	2.29	2.86	1.53	1.36	0.24	0.63	0.30	12.01
1896.....	0.37	0.01	0.86	1.44	3.69	2.26	0.94	1.16	0.30	R	1.37	0.53	
Means.....	0.41	0.09	0.34	0.50	1.38	3.06	1.88	1.81	0.95	0.37	0.51	0.34	11.87

PRECIPITATION at Pincher Creek, Alberta—Elevation above Sea, 3,600 feet.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual.
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1894.....	1.57	2.71	1.85	2.34	3.58	3.78	0.49	2.90	0.80	2.52	1.08	1.44	24.70
1895.....	2.50	2.23	0.53	1.37	2.27	4.08	2.58	1.28	2.07	3.42	1.50	0.84	24.67
1896.....				1.94	4.69	0.28	1.31			0.32	9.00	0.37	
Means.....	2.04	2.47	1.19	1.88	3.51	2.71	1.46	2.09	1.43	2.08	3.86	0.88	24.68

An examination of these schedules discloses the fact that there has been very little departure during the past year from the climatic conditions existing during previous years as indicated by the meteorological returns from the different stations.

Analyses of the waters of Bow, Elbow, Highwood, and Sheep Rivers, and of Fish Creek, District of Alberta, North-West Territories.

Grains of saline constituents in one imperial gallon of water.

	1.	2.	3.	4.	5.
Chloride of sodium.....	0·140	0·140	0·140	0·140	0·140
Sulphate of soda.....	0·490	1·120	1·120	1·610	0·980
Sulphate of potassa.....	trace.	0·140	trace.	0·140	0·490
Sulphate of lime.....	1·400	2·871	1·331	1·891	.....
Bi-carbonate of soda.....					2·661
Bi-carbonate of lime.....	6·652	10·294	9·873	10·503	11·274
Bi-carbonate of magnesia.....	3·291	5·322	4·271	4·902	6·723
Bi-carbonate of iron.....	trace.	trace.	trace.	trace.	trace.
Silica.....	0·140	0·280	0·560	0·350	0·910
Organic matter.....	faint trace.	0·280	0·560	0·350	faint trace.
	12·113	20·167	17·295	19·536	23·178
Carbonic acid, free.....	2·871	0·630	.....	.....	0·140
	14·984	20·797	17·295	19·536	23·318
Specific gravity.....	1000·26	100·26	1000·29	1000·33	1000·38

1. Bow River, taken at low water, mid-stream, and mid-depth, underneath Langevin Bridge, at Calgary. Collected September 2nd, 1896.

2. Elbow River, taken at low water, mid-stream, and mid-depth, underneath Mission Bridge, at Calgary. Collected September 2nd, 1896.

3. Highwood River, taken at low water, mid-stream, and mid-depth, underneath traffic Bridge, at High River. Collected September 5th, 1896.

4. Sheep River, taken at low water, mid-stream, and mid-depth, underneath C. & E. Railway Bridge, near Dewdney. Collected September 6th, 1896.

5. Fish Creek, taken at low water, mid-stream, and mid-depth, underneath Bridge, Macleod trail. Collected August 26th, 1896.

Approximate low water discharges of above mentioned rivers and creek.

1. Bow River.....	2,700	cubic feet per second.
2. Elbow River.....	210	“ “
3. Highwood River.....	667	“ “
4. Sheep River.....	257	“ “
5. Fish Creek.....	5	“ “

DIAGRAM OF

RISE AND FALL OF THE

— BOW RIVER —

AT

— CALGARY 1896 —

FROM

— NILOMETER

RECORD —

J. D. ...
1897

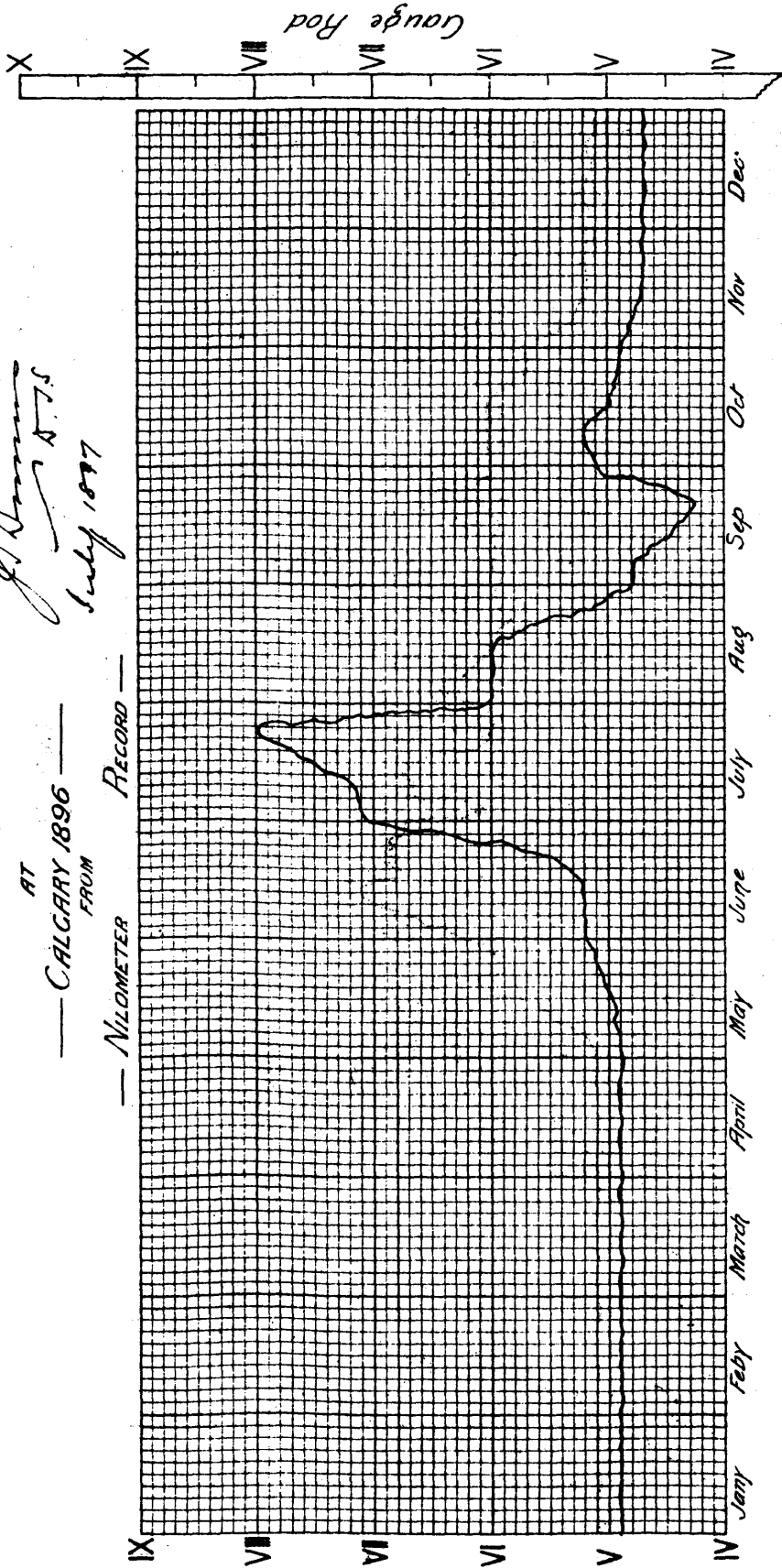


DIAGRAM OF THE

RISE AND FALL OF THE

ELBOW RIVER

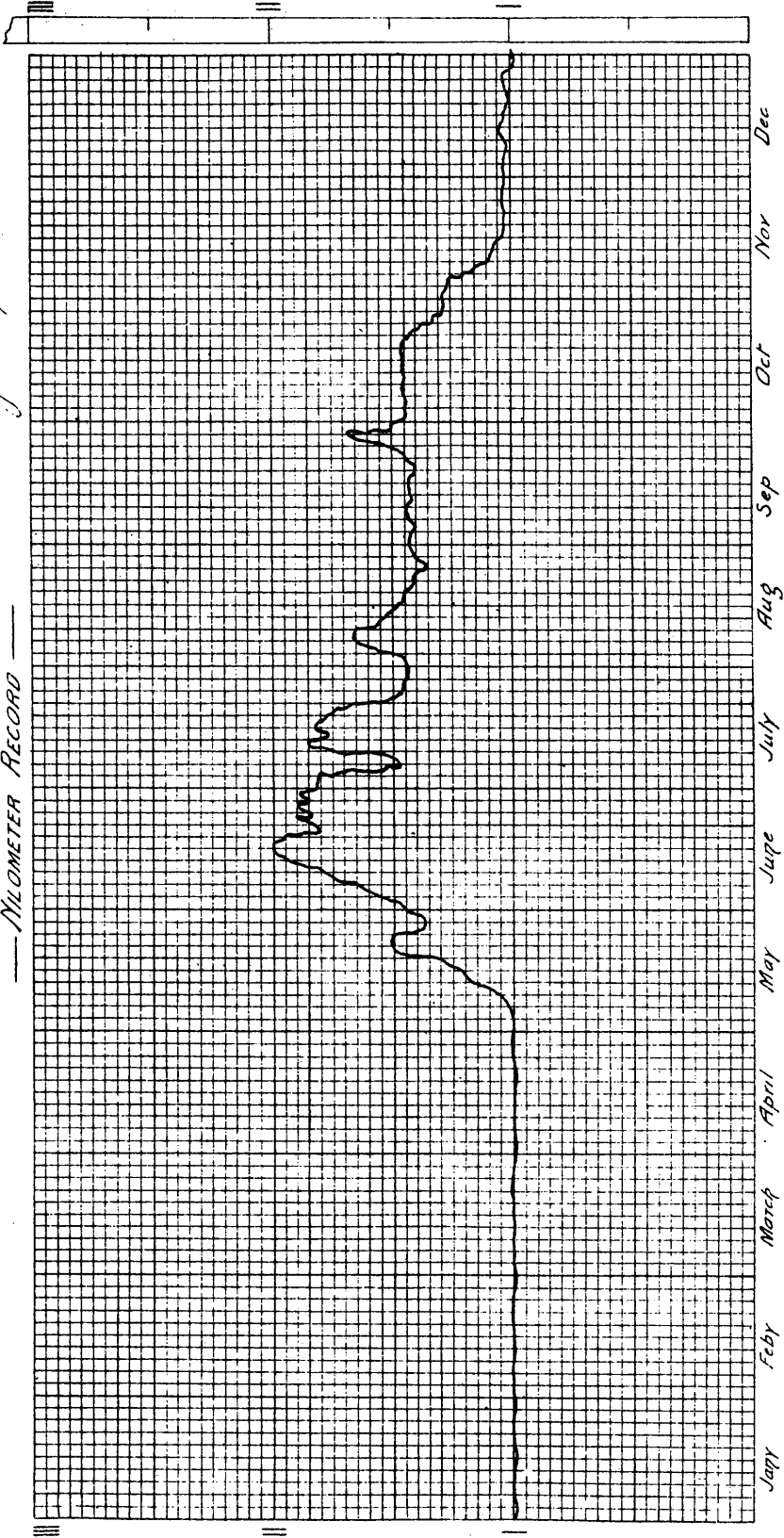
AT

CALGARY 1896

FROM

NILOMETER RECORD

J. M. ...
July 1897



Department of the Interior.

STATEMENT of rainfall at Calgary during May, June, July, August, September, October and November, 1896.

Date.	Rainfall in inches.	Date.	Rainfall in inches.
May 4.....	0·11	Aug. 14.....	0·18
do 5.....	0·01	do 16.....	0·16
do 6.....	0·08	do 17.....	0·36
do 8.....	0·04	do 20.....	0·07
do 12.....	0·14		
do 16.....	0·03	Total for August...	1·66
do 17.....	0·36		
do 18.....	0·61	Sept. 4.....	0·02
do 24.....	0·46	do 7.....	0·18
Total for May.....	0·46	do 11.....	0·24
		do 12.....	0·09
June 5.....	0·40	do 13.....	0·19
do 6.....	0·31	do 14.....	0·11
do 10.....	0·17	do 15.....	0·04
do 23.....	0·34	do 16.....	0·19
Total for June.....	1·22	Total for September.	1·06
July 1.....	0·82	Oct. 8.....	0·10
do 5.....	0·02	do 9.....	0·36
do 6.....	0·36	Total for October..	0·46
do 7.....	0·10		
Total for July.....	1·30	Nov. 5.....	0·04
		do 6.....	0·04
Aug. 2.....	0·04	do 9.....	0·05
do 4.....	0·63	do 14.....	0·05
do 5.....	0·16	Total to 15th Nov...	0·18
do 10.....	0·06		

OBSERVATIONS of Evaporation.—Station No. 1.

RATING STATION, CALGARY—(Pan Submerged).

Date.		Gauge Readings		Difference in Feet.	
		At Date.	Previous.	+	-
1896.					
May	18	0 2145	0 2145		
do	21	0 2405	0 2145	0260	
do	25	0 1790	0 2405		0615
do	29	0 0790	0 1790		1000
June	1	0 0615	0 0790		0175
do	4	0 0096	0 0615		0519
do	8	0 0015	0 0096		0081
do	8	0 417	0 417		
do	11	0 429	0 417	012	
do	15	0 371	0 429		058
do	18	0 352	0 371		019
do	22	0 281	0 352		071
do	25	0 2755	0 281		0055
do	29	0 215	0 2755		0605
July	2	0 254	0 215	039	
do	6	0 209	0 254		045
do	9	0 231	0 209	022	
do	13	0 152	0 231		079
do	16	0 133	0 152		019
do	20	0 100	0 133		033
do	23	0 090	0 100		010
do	27	0 053	0 090		037
do	30	0 073	0 053	020	
August	3	0 030	0 073		043
do	6	0 059	0 030	029	
do	11	0 096	0 059	037	
do	13	0 093	0 096		003
do	15	0 043	0 093		051
do	20	0 069	0 042	027	
do	24	0 022	0 069		047
do	27	0 017	0 022		005
do	31	0 609	0 652		043
Sept'r	3	0 582	0 609		027
do	7	0 566	0 582		016
do	13	0 578	0 566	012	
do	17	0 584	0 578	006	
do	21	0 550	0 584		034
do	25	0 551	0 550	001	
do	29	0 509	0 551		042
October	5	0 443	0 509		066
do	12	0 474	0 443	031	
do	15	0 437	0 474		037
do	19	0 419	0 437		018
do	23	0 407	0 419		012
Nov'r	8	0 417	0 407	010	
				2720	1 1200

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OBSERVATIONS of Evaporation.—Station No. 2.

CALGARY—(Pan in Ground).

Date.		Gauge Readings		Difference in Feet.	
		At Date.	Previous.	+	—
1896.					
May	21	1 6305			
do	25	1 5905	1 6305		0400
do	28	1 5640	1 5905		0345
June	1	1 5250	1 5640		0390
do	4	1 4970	1 5250		0280
do	8	1 5040	1 4970	007	
do	11	1 488	1 5040		016
do	15	1 449	1 488		039
do	18	1 417	1 449		022
do	22	1 357	1 417		060
do	25	1 348	1 357		009
do	29	1 309	1 348		039
July	2	1 347	1 309	038	
do	6	1 305	1 347		042
do	9	1 295	1 305		010
do	13	1 246	1 295		049
do	16	1 208	1 246		038
do	20	1 166	1 208		042
do	23	1 160	1 166		006
do	27	1 130	1 160		030
August	3	1 109	1 130		021
do	6	1 147	1 109	038	
do	11	1 105	1 147		042
do	13	1 091	1 105		014
do	18	1 069	1 091		022
do	20	1 105	1 069	036	
do	24	1 080	1 105		025
do	27	1 059	1 080		021
do	31	1 023	1 059		036
Sept'r	3	0 9925	1 023		0305
do	7	0 977	0 9925		0155
do	13	1 000	0 977	023	
do	17	0 995	1 000		005
do	21	0 994	0 995		001
do	24	0 976	0 994		018
do	29	0 948	0 976		028
Octobr	5	0 912	0 948		036
do	12	0 708	0 912		204
do	15	0 698	0 708		010
do	19	0 683	0 698		015
do	23	0 672	0 683		011
Nov'r	8	0 901	0 672	229	
				371	1 1085

Department of the Interior.

SECTION II.

CANADIAN IRRIGATION SURVEYS.

J. S. DENNIS, D. T. S.

*Member American Society Irrigation Engineers, Chief Inspector of Surveys,
in charge.*

During the season of 1896, the irrigation surveys were carried on under two divisions as had been done during the preceding two years.

Division A. was divided into two sub-parties under the charge of Messrs. James Gibbons and A. C. Talbot, Dominion Land Surveyors respectively, and Division B. was again conducted by Mr. A. O. Wheeler, D.L.S., who had superintended the work of this division from the inception of the surveys.

Sub-part No. 1, of Division A., under Mr. Gibbons' charge, was instructed to operate in the central portion of the arid region, in the vicinity of Medicine Hat, Maple Creek, and Swift Current; this portion of the arid region had not been previously reached by the irrigation surveys, and the rapid increase in the number of irrigation ditches in the district, particularly in the vicinity of Maple Creek, rendered it necessary to obtain some general knowledge of the topography and water supply of the district to aid in an intelligent administration of the provisions of the Irrigation Act in dealing with the water rights applied for.

Work by this sub-party was commenced at Maple Creek village, on the Canadian Pacific Railway, the initial elevation for the levels being taken from sub-grade of the railway line at that point to permit of the same approximate datum being used as that which had been adopted for the line levels on the western portion of the arid region.

The initial elevation used, and that given to bench marks placed will no doubt differ somewhat from that which will ultimately be determined by the extension to the east of the levels from the primary bench mark of the irrigation surveys, but this difference can be readily adjusted when the final connection is made.

From Maple Creek the levels were carried west along the railway track to its intersection with the township outlines between Ranges 26 and 27, West of the 3rd Meridian, and from thence to the north along this outline to the north-west corner of Township 11. At this point a bench mark was established, and commencing from this line levels were run along the following township outlines.

North boundary Townships 11, in Ranges 27, 28, 29 and 30, West of 3rd Meridian. North boundary Townships 11, in Ranges 1, 2, 3, 4 and 5, West of 4th Meridian. East boundary Townships 9, 10 and 11, in Range 3, West of 4th Meridian. East boundary Townships 10 and 11, in Range 1, West of 4th Meridian. East boundary Townships 10 and 11, in Range 28, West of 3rd Meridian. East boundary Townships 10 and 11, in Range 27, West of 3rd Meridian. North boundary Townships 9, in Ranges 1 and 2 West of 4th Meridian. North boundary Townships 9, in Ranges 25, 26, 27, 28, 29 and 30, West of 3rd Meridian. East boundary Township 12, in Range 29, West of 3rd Meridian.

These line levels together with the levels run from Maple Creek, to the west along the railway line comprise a total length of about 159 miles, the elevations at township corners on lines followed, being marked with the usual iron bench marks, a schedule of which is given herewith.

SCHEDULE of Bench Marks established by Division A 1 in 1896.

No.	Location.	Elevation.
118	On corner stone of Dixon Bros.' store, N.W. corner of building, Maple Creek	2472·80
120	N.E. corner Tp. 11, R. 27, W. 3rd Mer.	2512·98
122	do Tp. 11, R. 28, W. 3rd	2523·66
124	do Tp. 11, R. 29, W. 3rd	2626·65
126	do Tp. 12, R. 29, W. 3rd	2410·92
128	do Tp. 11, R. 30, W. 3rd	2419·825
130	do Tp. 11, R. 1, W. 4th	2640·470
132	do Tp. 11, R. 2, W. 4th	2464·825
134	do Tp. 11, R. 3, W. 4th	2554·71
136	do Tp. 11, R. 4, W. 4th	2464·825
138	do Tp. 11, R. 5, W. 4th	2345·015
140	do Tp. 10, R. 3, W. 4th	3252·167
142	do Tp. 8, R. 3, W. 4th	3980·991
144	N.W. corner Tp. 9, R. 1, W. 4th	3088·407
146	do Tp. 9, R. 29, W. 3rd	2950·042
148	do Tp. 9, R. 28, W. 3rd	2878·437
150	do Tp. 9, R. 27, W. 3rd	2904·152
152	do Tp. 9, R. 26, W. 3rd	3154·812*
154	do Tp. 9, R. 25, W. 3rd	3519·032

*I. B. Permanent B. M., N. E. cor. 10-27-W 3rd.

While the levels were being carried along the lines above mentioned the usual topographical sketches were made of the country lying adjacent thereto, some 316 square miles of country being covered with sketches of this character.

In making these topographical sketches the system which had been adopted for like work during previous years, and which has been described in preceding reports, was departed from, and an effort made to make the work more complete in the field, so as to be available for immediate use in the office in preparing a contour map of the district covered, without having first to do any preliminary plotting from field notes. The methods used of obtaining distances, directions, and elevations, were practically the same as those adopted in former years, but instead of noting the information obtained in a field-book, and subsequently reducing it to a sketch, the sketches were made on cross-section pads in the field, the contours being sketched in, and information regarding directions and elevations noted directly thereon. This system was found to be an improvement on the original method, but the results are not yet as satisfactory as we would like them to be, and difficulty has been found in making a map from these sketches which will give a fair and accurate representation of the topography of the district covered by the use of contour lines. The weak spot in the system seems to be that while the outlines and contours of well marked features can be identified and traced from the sketches, the less broken contours are more difficult to locate, and in many cases are lost in attempting to give them any continuity on a large map.

The East and West Township outlines along which levels were run as above described had been selected in laying out the programme for the season's work with a view of providing an intersection of the numerous small streams heading in the Cypress Hills and running to the north in the lower or plains portion of their length, and again on the higher slope of the hills near their source, so that some idea might be had of the slope and fall of the streams between the points of intersection, and of the possibility of diverting their waters for irrigation purposes.

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The water supply available for irrigation in the district covered by the work above outlined was estimated by the usual measurements of cross-section and determination of low water, high water, flood discharges of the streams, and by measurement of the discharge of springs and volume of the lakes. The results of this portion of the work are given in the following schedule form for convenience of reference.

SCHEDULE showing the Measured or Calculated Discharge of Certain Streams during 1896, by Division "A," Parties No. 1 and 2, and Division "B".

Name of Stream.	Point of Measurement.	Date.	High Water Discharge.	Flood Discharge.	Measured By.
			1896.	p. c.		p. c.
Fish Creek, Branch of.....	12, 11, 27, w. 3rd.....	June 13..	18'0	30'0	Div. A., Pt. 1.
Box Elder Creek.....	36, 11, 30, w. 3rd.....	" 25..	449'0	3064'0	" "
Mackay Creek.....	34, 11, 1, w. 4th.....	July 1..	624'0	1665'0	" "
Ross Creek.....	34, 11, 3, w. 4th.....	" 8..	267'0	1426'0	" "
Big Plume Creek.....	34, 11, 5, w. 4th.....	" 15..	128'0	549'0	" "
Ross Creek.....	36, 11, 3, w. 4th.....	" 22..	1583'0	4711'0	" "
".....	31, 9, 2, w. 4th.....	Aug. 1..		1226'0	" "
Mackay Creek Branch.....	34, 10, 2, w. 4th.....	" 11..		1384'0	" "
".....	34, 9, 2, w. 4th.....	" 11..		203'0	" "
".....	3, 10, 2, w. 4th.....	" 11..		214'0	" "
".....	3, 10, 1, w. 4th.....	" 14..		425'0	" "
Mackay Creek.....	1, 10, 1, w. 4th.....	" 17..		1544'0	" "
Box Elder Creek.....	33, 9, 29, w. 3rd.....	" 21..		3661'0	" "
Fish Creek, Branch of.....	4, 10, 27, w. 3rd.....	" 31..		1709'0	" "
Fish Creek.....	4, 10, 27, w. 3rd.....	" 31..		1321'0	" "
Maple Creek, W. Branch.....	5, 10, 26, w. 3rd.....	Sept. 3..		2984'0	" "
Hay Creek, Branch of.....	4, 10, 25, w. 3rd.....	" 3..		637'0	" "
Maple Creek.....	34, 9, 26, w. 3rd.....	" 4..		761'0	" "
Hay Creek, Branch of.....	33, 9, 25, w. 3rd.....	" 7..	50'0	1160'0	" "
".....	34, 9, 25, w. 3rd.....	" 7..		1769'0	" "
".....	3, 10, 25, w. 3rd.....	" 7..		2262'0	" "
Sheep Creek, Br. of Hay Creek.....	35, 9, 25, w. 3rd.....	" 8..		4965'0	" "
Bridge Creek.....	25, 13, 19, w. 3rd.....	" 23..		92'0	" "
Bow River.....	Langevin Bridge, Calgary	July 13..	17008'68		J. S. Dennis.

SCHEDULE showing Low Water Gauging of certain streams during the year 1896 by Division "A" (Party No. 1 and Party No. 2) and "B."

Name of Stream.	Point where Gauged.	Date.	Measured Discharge	Gauged by.
		1896.	p. c.	
Bow River	Langevin Bridge, Calgary	May 20	2,779·57	J. S. Dennis.
"	Langevin Bridge, Calgary	" 23	10,038·99	"
"	Langevin Bridge, Calgary	Sept. 23	3,401·13	"
Dogpound Creek	33, 29, 3 w. 5th.	June 2	13·93	Div. "A," Party 2.
Beaver Dam Creek	35, 29, 3 w. 5th.	" 3	7·94	"
Dogpound Creek	34, 30, 3 w. 5th.	" 9	16·04	"
"	34, 31, 3 w. 5th.	" 16	13·59	"
"	33, 32, 3 w. 5th.	" 23	7·50	"
Little Red Deer River	4, 33, 4 w. 5th.	" 27	51·36	"
Dogpound Creek	13, 29, 4 w. 5th.	" 29	13·59	"
Red Deer River	26, 33, 5 w. 5th.	Aug. 18	1,001·44	"
Nanton Creek	26, 15, 29 w. 4th.	Oct. 22	0·82	"
Kuntz Creek	14, 14, 30 w. 4th.	" 23	0·69	"
Trout Creek, North Fork	26, 12, 29 w. 4th.	" 24	8·82	"
South Fork	2, 12, 29 w. 4th.	" 26	12·12	"
Trout Creek	12, 12, 28 w. 4th.	" 28	17·19	"
Meadow Creek	14, 11, 28 w. 4th.	" 28	2·82	"
Beaver Creek	Tr. 9, 29 w. 4th.	" 31	4·77	"
Heath Creek	33, 9, 1 w. 5th.	Nov. 2	3·86	"
Cow Creek	34, 8, 2 w. 5th.	" 3	2·99	"
Todd Creek	5, 9, 2 w. 5th.	" 3	4·25	"
Connelly Creek	34, 7, 2 w. 5th.	" 4	1·15	"
Maple Creek	16, 11, 26 w. 3rd.	May 29	8·75	Div. "A," Party 1.
Fish Creek	25, 11, 27 w. 3rd.	June 4	7·37	"
White Mud River	Trail cross, at east end N.W.M.P. post.	Sept. 17	23·22	"
Hay Creek	30, 10, 25 w. 3rd.	" 19	0·73	"
Pia-Pot Creek	420 feet above cross of Qu'Appelle Trail.	" 21	1·74	"
Bear Creek	250 feet below cross of Qu'Appelle Trail.	" 21	13·09	"
Skull Creek	66 feet above cross of Qu'Appelle Trail.	" 21	0·50	"
Swift Current Creek	19, 15, 13 w. 3rd.	" 24	24·73	"
Elbow River	10 chs. above mouth of reservoir site "L."	Aug. 3	37·48	Division "B."
Sheep River, South Branch.	Between Stations 54 and 55 of Traverse Sec. 14, 19, 6 w. 5th.	" 6	304·37	"

* On North Boundary of Section.

The results of the hydraulic investigations in the Cypress Hills District as given above, indicate that if the flood discharge of the different streams could be conserved by diversion from the streams and stored in reservoirs until needed for irrigation purposes, the present area for which there is water available for irrigation at low stages in the streams could be very largely increased. The possibility of obtaining suitable sites for the storage of the high water at flood discharges of the streams was therefore made an important part of the work of Mr. Gibbons' party during the season, and the results obtained were of a very satisfactory character. Several suitable sites for the construction of reservoirs were found, chief among which is the basin containing Elk Water Lake, situated in Township 8, Range 3, West of the 4th Meridian, this basin affords facilities for the storage, at a comparatively small cost, of a very large volume of water which now practically runs to waste during the spring freshets, and also for the easy diversion of the water stored for the irrigation of areas which promise the best results from artificial application of water.

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Other sites suitable for the storage of water were located as shown by the schedule herewith, but it is quite evident that a very thorough topographical survey of the Cypress Hills watershed will need to be made before we can hope to accurately locate and map the many areas which afford opportunities for the conservation of the annual precipitation. This work is certainly of the first importance to the district, and future operations in the district should be largely devoted to that end.

After completing the work outlined above, Mr. Gibbons moved his party to the south-eastern slope of the Cypress Hills for the purpose of examining into the feasibility of diverting water from the White Mud River into the head of Swift Current Creek. The White Mud River forms the main drainage channel for the run-off from a large portion of the southern slope of the Cypress Hills and the object of his investigations was to prove whether a considerable portion of this run-off which now finds its way to the south in the channel referred to through a district not well suited for irrigation development, could not be diverted into the Swift Current Creek, and through that source conveyed to areas on the northern, and north-eastern slopes of the hills which, owing to their proximity to the Canadian Pacific Railway, promise favourable returns from irrigation.

The exploration and preliminary levels completed by Mr. Gibbons indicate that the scheme is probably feasible, but an exact location for the proposed diverting ditch will have to be made before it can be determined that the scheme is feasible within reasonable limits as to financial cost. The importance of the question, however, will warrant a more accurate and detailed survey being made at an early date, and in the meantime the work contemplated in connection with this scheme is shown by the sketch map issued herewith.

After finishing work on the proposed White Mud Swift Current diverting canal, as above mentioned, Sub-party No. 1 proceeded to the east for the purpose of running the necessary levels to determine the feasibility of diverting water from the South Saskatchewan River for the irrigation of lands on the Regina and Moose Jaw Plains. This scheme was referred to at some length in the General Report for 1895, and its importance to the eastern portion of the arid region was such that a careful survey was justified to prove beyond question whether the water so badly needed in that part of the Territories could be obtained from the large volume which may be said to be running to waste in the Saskatchewan River. The levels run and general surveys made in connection with this investigation covered a large area, and the impossibility of obtaining water from the source in question was clearly and finally proved. This result was of course very disappointing, particularly in view of the fact that the plains area which it was hoped to be able to serve offers great inducements for grain raising, were it not for the uncertainty as to rainfall, but it was better that the question should be finally settled at an early date in the settlement and development of the region rather than that false hopes should be raised to be of necessity turned to disappointment later on.

This survey of itself proves many interesting facts regarding the fall or slope of the South Saskatchewan River, and also with reference to the elevation of the height of land in the head of the valley of the Qu'Appelle River through which the former stream is by some people supposed to have flowed in former times. The existing conditions as well as the system upon which the survey was carried out will be readily understood from the following detailed report with the accompanying illustrating plans.

PROPOSED CANAL TO DIVERT WATER FROM THE SOUTH SASKATCHEWAN RIVER TO THE REGINA AND MOOSE JAW PLAINS.

In the General Irrigation Reports for 1894 and 1895, some space was devoted to a discussion of the possibility of diverting water from the South Saskatchewan River, near the Elbow of that stream, to reclaim large areas of good land on the Regina and Moose Jaw Plains that are at present but poorly supplied with water, even for domestic purposes, and it was pointed out that the large areas of exceptionally good soil to be found on these plains promised the best results in crop production from the artificial application of water through irrigation.

The information obtainable at the time these reports were prepared, upon which the proposed scheme was based, was of a very fragmentary and unreliable character, and it was therefore decided during the past season to make the necessary preliminary exploration with trial lines of levels, to determine the practicability of the proposed undertaking.

The work in connection with this exploration was commenced at Rush Lake station, on the Canadian Pacific Railway. From that point a line of levels was run to the north along the township outline between Ranges 10 and 11 West of the 3rd Meridian to the South Saskatchewan River, a distance of some seventeen and one-half miles, the initial elevation for these levels being taken from sub-grade of the railway line at the point mentioned. The elevation of water level in the river at its intersection with the line mentioned was found to be 1712 feet. From this point the first intention was to carry the levels down the stream along the immediate bank of the river, but the banks were found to be so rough and broken that it was evident progress would be slow, and it was therefore determined to return south and carry the levels along the trail which follows the bench land from Swift Current to the Elbow. These levels were begun at the intersection of the trail in question, with the outline along which levels had been carried up from Rush Lake station, and were continued to the north-east along the trail for a distance of some fifty-four miles until the Elbow was reached. Water level at that point was found to be 1659·5 feet above datum, or 52·5 feet lower than water level at point where the river was intersected by the outline between Ranges 10 and 11 above referred to, and as the distance between these points following the river was some 55 miles, the fall in the stream was found to be only 0·945 feet in a mile. It was at once apparent that with this small fall in the stream it was very improbable that water could be diverted therefrom except through a very large canal, as the larger portion of the fall in the stream would be required to obtain the necessary flow of water in a canal, and a great length of canal along the immediate valley of the stream would have to be constructed before an elevation would be reached which would permit of water being delivered at the bench land elevation.

At the Elbow of the South Saskatchewan a small stream called Aiktow Creek joins the river flowing from the south-east. This stream heads in a lake about thirteen and a half miles from the river, this lake being situated in a well-defined valley which continuing to the east forms the valley of the Qu'Appelle River, that stream heading in a spring situated near the lake which is on the height of land between the two drainage channels. Many years ago a rapid exploration had been made through this valley to determine the feasibility of diverting water from the South Saskatchewan River into the Qu'Appelle River, and the results of this exploration indicated that the height of land at the lake mentioned was only some eighty feet above the water level in the Saskatchewan River at the Elbow. Basing our calculations on this statement we had hoped that if the fall in the river and the character of the banks permitted of easy diversion of water therefrom we would be able to locate the canal from the valley of the river up the valley of Aiktow Creek so as to reach this height of land, and from thence down the valley of the Qu'Appelle River until the bench land elevation was reached, the canal from that point being carried in the shortest line across country to the Regina and Moose Jaw districts.

The levels, carried down the South Saskatchewan River as has been stated above, indicated that there was very little chance of being able to divert, successfully, water from the stream, but on arrival at the Elbow, it was determined to examine the actual conditions as they existed in the valley of Aiktow Creek and the Qu'Appelle River. To accomplish this a line of levels was run up the Creek from the Elbow for a distance of thirteen and one-half miles to the lake above mentioned, and at the eastern end of the lake at the height of land in the valley between the Creek and the Qu'Appelle River a cross-section of the valley was made. These levels proved that the height of land in question was 114·4 feet above the elevation of the water in the South Saskatchewan River at the Elbow, instead of 80 feet as had been supposed. The valley of Aiktow Creek offered no obstacles to the carrying of the canal along its south slope, but it was at once evident that the height of land could not be reached except by a canal

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heading in the river a long distance above where the line of levels from Rush Lake first reached it. The cross-section of the valley of Aiktow Creek at the height of land proved the top of the bank or bench land to be some 67 feet above water level in the lake situated on the height of land.

From the height of land levels were run down the valley of the Qu'Appelle for a distance of about nine miles. These levels proved the fall of the stream in that distance to be about 30·17 feet in a mile, and at the farthest points reached by the levels a cross-section of the valley showed the top of the bank to be about 104·8 feet above water level in the stream. It will thus be seen that had we been able to reach the height of land with a canal from the Saskatchewan River no difficulty would have been experienced in reaching the upper or bench land elevation by a location following south-east along the southerly slope of the Qu'Appelle Valley. It having, however, become quite clear that there was no hope of being able to reach the height of land between Aiktow Creek and the Qu'Appelle River the whole scheme was reluctantly abandoned.

The general plan given herewith will serve to illustrate the foregoing remarks and to demonstrate in a graphic manner the hopelessness of trying to obtain water for the Regina or Moose Jaw districts from the South Saskatchewan River. Failing water from this source, it is evident that no large areas can be reclaimed by irrigation in these districts, and this fact is the more to be regretted as the areas in question promised, owing to the excellent quality of the soil, and the climatic conditions, most satisfactory returns from the application of water through irrigation.

With the completion of the above described survey the field work of Sub-party 1, of Division A, was closed for the season.

Sub party 2, of Division A, was placed in charge of Mr. A. C. Talbot, Dominion Land Surveyor, and commenced operations in the north-eastern portion of the arid region at Bench Mark 62, situated at the north-east corner of Township 28, Range 4, West of the 5th Meridian. From that point the usual line levels were carried to the north and east along the following township outlines :—

East boundary of Townships 29, 30, 31 and 32, Range 4 West of the 5th Meridian.
East boundary of Townships 29, 30, 31 and 32, Range 3 West of 5th Meridian. North boundary of Townships 32, Ranges 4 and 5 West of 5th Meridian. North boundary of Townships 31 and 32, Range 2 West of 5th Meridian, comprising some sixty-nine miles of line levels upon which the usual bench marks were placed at township corners.

The streams which were intersected by these lines were gauged in the usual manner to determine their low, high water, and flood discharges and topographical sketches of the kind already referred to were made of the country adjoining the lines, one hundred and twenty-three square miles being covered by sketches of this character.

After completing the line levels, Mr. Talbot with his division undertook the location of the proposed canal to divert water from the Red Deer River into the head of the Rosebud River for the irrigation of areas along the latter stream. The preliminary exploration for this canal had been made by Division A, of the survey in 1894, the results of the exploration being referred to at some length in the general report for that year.

The location of the proposed canal and the lands which it is hoped to reclaim with the water diverted from the Red Deer River are more fully dealt with in the following detailed report.

THE RED DEER ROSEBUD CANAL.

The season's irrigation surveys in 1894, as has been stated, included an exploration to determine the feasibility of diverting water from the Red Deer River for the irrigation of areas in the Rosebud District at present but poorly supplied with water even for domestic, and stock-watering purposes. The District in question is situated between Townships 27 to 30, Ranges 20 to 29 West of the 4th Meridian, and is traversed by the Rosebud River, Knee Hill Creek, and Three Hills Creek ; these are, however, streams in name only carrying a considerable volume of water during the period of melting snow or exceptional rainfall, but ceasing to flow at many points during the summer months

and affording at that time an insufficient supply of water even for domestic and stock-watering purposes. The district affords splendid opportunities for grazing either of cattle or sheep as the grass is good, but it is seriously handicapped by the sparseness of the water supply.

The exploration made in 1894, was practically only a reconnaissance survey with barometric determination of elevations, but the results indicated that the proposed scheme was a feasible one. The result of this exploration with illustration sketch maps is given in the General Irrigation Report for 1894.

During the past season it was determined to make a careful instrumental survey to confirm or disprove the facts shown by the exploration of 1894, and if the conditions were found to be as indicated by the exploration to proceed with the actual location of the canal for diversion of the necessary water supply from the Red Deer River. The preliminary part of this instrumental survey consisted of the extension of the ordinary scheme of line levels, and dependent topographical investigations to the district to be traversed by the proposed canal, this work being more fully described in the section of this report relating to the operations of Party No. 2, of Division A, during the past season.

The terminal elevations on proposed canal location, as shown by the line levels, having corroborated the facts indicated by the barometric elevations of the preliminary explorations the actual location of the proposed canal was undertaken. The results of this survey are for convenience of reference given under the following headings:—

SOURCE OF SUPPLY.

The original intention was to so locate the canal that water could be obtained from both the Red Deer and Little Red Deer Rivers, but for reasons given more fully further on, this scheme had to be abandoned and the canal has been located to take water from the Red Deer River only.

The Red Deer River heads in the Saw Back Range of the Rocky Mountains and follows north-easterly until it reaches Township 39, Range 27 West of the 4th Meridian, it then turns sharply to the east, and continues on this course as far as Township 38, Range 22 West of the 4th Meridian, when it turns to the south as far as Township 29, and then flows south and east to its confluence with the South Saskatchewan River.

In the upper portion of its length the river has all the characteristics of a mountain stream, the banks being high, rocky, and precipitous, and the stream much broken by rapids; but after it leaves the foot-hills about Range 6, West of the 5th Meridian, it rapidly changes in character, the valley widens in places so as to leave large bottoms on either sides of a very crooked stream, and the banks are composed of clay, shale and gravel, heavily timbered in places.

These features prevail until the stream turns to the east, when the valley becomes comparatively narrow, and the banks high and precipitous with outcroppings of sandstone and coal.

The river is of considerable size when it leaves the foot-hills and carries large volumes of water even at low stages. Like all streams carrying the run-off from a mountainous watershed, it is subject to periods of flood and low water within comparatively short periods of time, but the usual spring freshet continues as a rule well on into the summer season, after which the stream decreases to extreme low water. During periods of flood the stream carries a large quantity of silt and drift, but during mean flow, and low stages the water is clear, with a very small percentage of suspended matter.

The following gauging of the stream will serve to indicate the flow of water therein.

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GAUGINGS OF RED DEER RIVER.

Location.	Date.	Measured Discharge.	Calculated Discharge at High Water.	Calculated Discharge at Flood.	Remarks.
20 chains west of mouth of river.	Oct., 1894...	second feet. 539.9	second feet. 7,203.0	second feet. 14,429.0	River at low water stage.
At intake Red Deer Canal, Sec. 26, Tp. 33, R. 5, W. of 5th M.	Aug., 1896..	1,001.4	.....	.....	Stream at mean summer flow.

LOCATION OF CANAL.

The intake selected for the proposed canal is situated on Section 26, Township 33, Range 5 West of the 5th Meridian, and the selection was made after a very careful examination of the stream for some miles both above and below this point. The location in question has the advantage that the river at this point is confined within banks which show some indication of a permanent character; although it is quite possible that during periods of extreme floods the bottom lands in the immediate vicinity of the river may be flooded.

From the point of intake, the location proceeds for about one and one-quarter miles almost due east, until it reaches the foot of the hills forming the valley of the Red Deer at this point. It then turns in a northerly direction until the slope of the valley in Section 5, Township 34, Range 4 is reached, at which point the height of land between the Red Deer Valley and the valley running almost due north from the Little Red Deer River is located, and from this point the location turns sharply to the south, following up the latter mentioned valley to its intersection with the Little Red Deer River. Through the valley of this stream the location is deflected to the east for about four miles, the Little Red Deer River being crossed by a high level flume in Section 1, Township 33, Range 4 West of the 5th Meridian. From Section 5, Township 33, Range 3 West of the 5th Meridian the location is deflected to the south following up the valley of the Dogpound Creek for a distance of about ten miles until a sufficient elevation is reached to cross the creek with a low level flume, and from thence the location is deflected sharply to the north, following the easterly valley of this stream until it returns to the height of land between the valley of the Little Red Deer River and a small creek flowing to the south-east into the headwaters of the Rosebud River, the intention being that water diverted from the canal should be carried through this channel into the Rosebud River, and from thence to the south and east for a distance of about 100 miles, the water being again diverted at favourable points for the reclamation of areas suitable for irrigation in the vicinity of the valley of the Rosebud Creek. The location above described is a very favourable one for canal construction with the exception of the crossing of the Little Red Deer River, where a flume about 1200 feet long and 73 feet in height will be necessary. It is possible, of course, that a more careful examination of the location at this point than was possible in the course of the preliminary location, would reveal the fact that a more favourable height for the location of this flume could be found than the one selected, but it is quite evident that a somewhat expensive structure will be required to carry the water across the valley of this stream.

DIMENSIONS OF CANAL.

The location contemplated the construction of a canal of the following dimensions : Bed width, 35 feet ; side slopes, $1\frac{1}{2}$ to 1 foot ; depth of water 5 feet ; slope or fall of the canal, 2 feet per mile. The above dimensions being calculated to give a discharge of some 520 cubic feet per second ; this discharge will probably be sufficient for the irrigation of from sixty to seventy thousand acres, but as the location adopted permits of the construction of some very extensive reservoirs on the headwaters of the Rosebud River, the supply available during the irrigation season can, of course, be largely augmented by the storage of water in these reservoirs. The general location of the canal and the area to be irrigated therefrom will be better understood by reference to the plan herewith, showing the location of these lands.

After completing the location of this canal, Mr. Talbot returned to the headwaters of the Rosebud and from thence made a detailed survey to the south and east of the country in the immediate vicinity of the stream to determine the suitability of the channel of the river to carry the water diverted into it by the Red Deer Canal and also the advantages offered at numerous points in the vicinity of the stream for the storage of water.

Having completed this work Mr. Talbot extended the usual line levels and the topographical sketches connected therewith to the south and east, following the under-mentioned township outlines : North boundaries of townships 31, 29, 28 and 25 in Ranges 26, 27, 28 and, 29 West of the 4th Meridian, and Range 1 West of the 5th Meridian. East boundaries of Townships 26, 27 and 28 in Range 27 West of the 4th Meridian. East boundary of Township 29, Range 28 West of the 4th Meridian. East boundaries of Townships 30 and 31, Range 1 West of the 5th Meridian. This work involved some 69 miles of line levels, and 122 square miles of topographical sketches, and upon its completion the party proceeded with the location of secondary canals intended to distribute the water from the main canal of the Bow River Irrigation Canal located during the season of 1895. In carrying out this work, two secondary canals were located heading respectively in Section 11, Township 23, Range 29 and Section 23, Township 24, Range 28, West of the 4th Meridian. These main distributaries being carried to the south and east for a distance of some 40 miles through the district which it is proposed to irrigate from the Bow River canal. The section of country traversed by these secondary canals and the lands which it is proposed to irrigate therefrom are shown upon the plan accompanying this report.

After having finished the survey of these secondary canals, Mr. Talbot reduced the strength of his party to three men, with whom he made a rapid trip through the southern part of Alberta, for the purpose of gauging the discharge of certain small streams from which water was wanted for irrigation purposes, and at the same time placed gauge rods at numerous points where they were needed for administrative purposes. This work was finished early in November, and with its completion, field operations for the season were closed. The accompanying schedule will show the permanent bench marks placed by Party No. 2 of Division "A" during this season's work.

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SCHEDULE of Bench Marks established by Division A 2 in 1896.

No.	Location.	Elevation.
117	N.E. corner, Tp. 29, R. 4, W. 5th Mer.....	3828.5
119	do Tp. 29, R. 3, do	3515.8
121	do Tp. 30, R. 4, do	3632.9
123	do Tp. 30, R. 3, do	3536.3
125	do Tp. 31, R. 4, do	3584.4
127	do Tp. 31, R. 3, do	3505.8
129	do Tp. 31, R. 2, do	3342.4
131	do Tp. 32, R. 4, do	3516.2
133	do Tp. 32, R. 3, do	3400.8
135	do Tp. 32, R. 5, do	3655.0
137	do Tp. 32, R. 5, do	3536.0*
139	do Tp. 33, R. 3, do	3352.2†
141	N.E. corner, Tp. 32, R. 2, do	3321.6
143	do Tp. 31, R. 1, do	3227.0
145	do Tp. 30, R. 1, do	3247.6
147	do Tp. 29, R. 1, do	3247.1
149	do Tp. 29, R. 29, W. 4th Mer	3120.8
151	do Tp. 29, R. 28, do	3217.7
153	do Tp. 28, R. 27, do	3113.2
155	do Tp. 27, R. 27, do	3039.8
157	do Tp. 26, R. 27, do	3038.8
159	do Tp. 25, R. 27, do	3089.1

* $\frac{1}{2}$ Sec. Mound, N.E. Sec. 34.

† $\frac{1}{2}$ I. B. $\frac{1}{4}$ Sec. Mound, E. bdy. Sec. 10.

Division "B" of the Canadian Irrigation Surveys, as has already been stated, was during the season, as it had been during the two previous seasons, in the charge of Mr. A. O. Wheeler, D.L.S. The work outlined for this division included the completion of the main and secondary triangulation in the foot-hills country, and on the eastern slope of the Rocky Mountains in that portion of the country covered by the topographical explorations of the previous year and comprised between the Bow and Sheep Rivers, and in connection with this work the extension of the photographic surveys over the area covered by triangulation.

The work upon which Mr. Wheeler was engaged has a most important bearing upon the future of irrigation development in the arid portion of the Territories, involving, as it does, the obtaining of the necessary information regarding the topographical conditions and forest distribution in the foot-hills country, and on the eastern slope of the Rocky Mountains, which forms the main watershed of the portion of the Territories in question. The manner in which the work of Division "B" was carried on and the results obtained, are very fully dealt with in Mr. Wheeler's report herewith annexed.

DIVISION B.

REPORT OF ARTHUR O. WHEELER, D.L.S.,

Member of American Society of Irrigation Engineers, in charge.

DEPARTMENT OF THE INTERIOR,
CANADIAN IRRIGATION SURVEYS,

CALGARY, 1st June, 1897.

To J. S. DENNIS, Esq., D.T.S., C.I.S.,
In charge of Canadian Irrigation Surveys.

SIR,—I have the honour to submit the following report of the field operations of Division B of the Canadian Irrigation Survey during the year 1896.

In May, 1895, the photographic survey was commenced by the said division, having in view the following three principal objects:—

1. To ascertain what storage facilities in the foot-hill region could be counted upon to augment the natural water supply, available for irrigation purposes, from the eastern watershed of the Rocky Mountains; at the same time to increase the existing knowledge of the extent of this supply by further measurements of the discharge of the several streams draining the watershed to the east.

2. To obtain sufficient topographical information to provide a fairly approximate map representation of the district covered by the survey, and thereby some idea of the drainage basins of the several principal streams, the location of such reservoir sites and storage basins as might be found, the definition of the principal summits and heights of land between the different water systems, and the distribution of the timber areas.

3. The placing of signals at convenient points to be used as stations in the extension of the general trigonometrical survey of the mountain and foot-hill region, and the approximate location of the signals so placed; also to obtain such other information as pertains to the construction of a reconnaissance map, for the purpose of projecting a well-conditioned scheme of primary and secondary triangulation, upon which to base a comprehensive photographic survey, having in view the production of a complete topographical map on a scale of $\frac{1}{20000}$ with a contour equi-distance of one hundred feet.

During the winter of 1895-96 a scheme of primary and secondary triangulation was projected by Mr. J. I. Dufresne, D.T.S. from information obtained in the field the preceding summer.

The work now reported upon embraces: the occupation of the stations of the primary and secondary triangulations, the accurate location of the camera stations of the past two seasons and the obtaining of such other photographic views as were required to supplement those already in hand. In addition, rapid micrometer traverses were made of the Elbow River and the south branch of Sheep River, from the points where such traverses were discontinued in 1895, to their sources.

The operations of the Division may be summarized as follows:

On the 29th of May, I received from the Surveyor General of Dominion Lands an official notification that Mr. C. S. W. Barwell, D.L.S., had been appointed my assistant.

Owing to press of office work, I found that I should be unable to take the field before the middle of June. Considering that in the meantime Mr. Barwell's services might be utilized to advantage, I dispatched him, on the first of June, to inspect the signals placed the previous season and erect a better class of primary triangulation signals, that would give a clearer definition at long distances. I hoped thereby to obviate all delay in commencing observation work upon my arrival. Mr. Barwell was in-

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structed to report to you at Calgary before commencing work and submit his instructions, which duly received your approval.

By an official letter dated the 15th of June, I was instructed to place myself under your direction and receive all instructions from you. The next day I left Ottawa for Calgary, arriving on the 20th. From that date until the end of the month, I was fully occupied in organizing a party and completing my report of the previous season's operations for the General Report on Irrigation.

On the 29th of June I received from you the following instructions :

DEPARTMENT OF THE INTERIOR, SURVEYS AND IRRIGATION,

CALGARY, 29th June, 1896.

A. O. WHEELER, Esq., D. L. S.,
Division B. Irrigation Surveys,
Calgary, Alberta.

SIR,—I have the honour to give you the following instructions for your guidance in carrying on the operations of Division B of the irrigation surveys during the present season.

The strength of your party will be as follows :—One assistant, four labourers, one teamster, one cook.

The transport will comprise :—Two wagons, one buckboard, nine horses.

The work to be performed by the Division will consist of the completion of the main triangulation on the eastern slope of the Rocky Mountains and in the foot-hills region, covered by last season's preliminary work, with the additional secondary triangulation and photographic surveys of the district embraced within the main triangulation. In carrying on the work, work will be begun at the north end of the system of main triangulation, and carried to the south until all the main stations have been occupied, when you will return to the north end of the system, and working from thence to the south, will complete the secondary triangulation and photo-topographic surveys as you proceed.

The system of main triangulation will follow as closely as possible the system based upon your last season's operations in the district, the work being incorporated with the triangulation carried from the Fifth Meridian to the Bow Pass some years ago by Mr. D. L. S. Drewry by occupying his stations at Nose Hill, Sarcee Butte and Chinquy Lake. It is also desirable that the initial elevation of the former station should be referred to the general datum of our irrigation surveys by carrying a line of levels from bench mark No. 3 ; and the relative elevation of the different stations from each other will then be determined by angular readings of elevation or depression.

The angular measurements at each station of the main triangulation will be determined by using a 7-inch altazimuth instrument, reading to 10 seconds by the three verniers on the azimuth and altitude circles. Twelve measurements of each angle between stations will be obtained by two successive pointings of telescope with circle right and left, the azimuth circle being revolved in each instance through the complete 360 degrees, and the method of setting on stations pointed to being reversed in each different position of circle, that is : with circle right, the intersection with station will be obtained by bringing wires into contact with the signal in direction of movement of azimuth circle, this process being reversed with circle left by bringing wires into contact with the station by a reverse motion of tangent screw. In other words : with circle right, the contact is secured by bringing wires up to signal in direction of movement of circle, and with circle left, the wires are brought into contact by bringing them back to signal against the direction of movement of circle.

The azimuth of some one side of the main triangulation at northern end of the system will be determined by observation of Polaris ; in making this observation it is desirable that the same number of pointings on the star should be adopted as are used on the angular measurements of the triangulation, and that the azimuth should be determined within probable error of 10 seconds. The latitude or longitude from initial

stations can be computed from the latitude and longitude of the stations of Mr. Drewry's triangulation above referred to. In computing the main triangulation it is desirable that the closing in balance error in triangles should be kept as small as possible, and it is thought that with the instruments in use and the repetition above referred to, together with the favourable atmospheric condition of high altitudes, this closing can be kept to within 10 seconds. When the closing in any triangle exceeds 30 seconds, the necessary stations to check the readings of angles involved should be re-occupied.

At some favourable point in the system of main triangulation, a base should be measured and the necessary reduction from main triangles to the base be effected. The base should be at least one mile in length and should be measured, with the steel tape provided, a sufficient number of times to determine its length within a small limit of error.

In carrying out the secondary system of triangles, a five-inch altazimuth instrument is to be used, and the number of readings at stations should be sufficient to enable the triangles to be closed within a limit of error of one minute.

The photographic surveys in the district covered by main triangulation, will be carried on in such manner as to enable a complete topographical map of the district to be completed, and it is especially important, when available sites for the storage of water are found, that a sufficient number of camera stations in the immediate vicinity, should be occupied to enable the reservoir to be accurately mapped on a large scale from the photographs taken.

Any sites for the suitable storage of water, either in the valleys of the streams, or on the bench lands between the streams, in addition to those noted during last season's works in the district, should be carefully examined and the location and length of the necessary dams determined.

When you are in the neighbourhood of the heads of the Elbow River and Sheep Creek, it would be well to follow up these streams so as to determine the exact location of the head and the source of the water supply. If these streams head in, or are all fed by glaciers, please mark the foot of these glaciers, provided they can be easily approached, by determining the distance from some prominent and permanent feature to the foot of the ice line of the glacier, and at the same time note the distance from foot of glacier to furthest point of advance which existing evidence shows the glacier to have reached.

In view of the early establishment of Nilometers in the main drainage channels heading in the area covered by the operations, it is not necessary to add to the isolated measurements of the discharge of streams which have been obtained during the past two seasons' operations, but it is important that any source of water supply which can be utilized to augment the present flow of the streams, particularly during the late summer months, should be carefully examined and a close estimate of the available additional supply obtained.

It is desirable that the information obtained last season regarding the character and distribution of the timber in the district covered should be augmented by such notes as will enable the boundaries of the different timbered areas to be shown on the final topographical plan of the district, and the character of the timber in these areas marked thereon.

You will please report the progress of your work from time to time, and keep me informed of your post office address and the location of your main camp.

I am, Sir,

Your obedient servant,

J. S. DENNIS,
Chief Inspector.

In accordance with the above instructions, I moved my camp westerly to the Jumpingpound Creek on the 1st July, and began the occupation of Mr. D. L. S. Drewry's stations. Unfortunately the work was barely commenced when it was stopped.

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by smoke from local and other bush fires, located chiefly in British Columbia. Observation work was prevented from this cause until the 7th of August.

In the meantime, micrometer traverses were carried up the Elbow River and south branch of Sheep River, from the points at which similar traverses had been discontinued the previous season, to their heads. One small reservoir site was located on the upper waters of the Elbow River, and a cross-section for discharge of the stream made for the purpose of obtaining some idea of the flow available to fill it. The Elbow heads in a small lake about twenty acres in extent, but the main supply of water is derived from pockets of snow in the recesses of the surrounding mountains. The south branch of Sheep River heads in Mount Rae, only a few miles distant from the source of the Elbow, from which stream it is separated by a comparatively low height of land about two miles wide. No facilities for water storage were met with on the upper waters of this stream.

While at the traverse work, a portion of the party was employed selecting and erecting signals at prominent points, to be used as secondary triangulation and camera stations.

Four primary and a number of secondary stations were occupied between the 7th and 15th of August, when cloudy weather interfered.

Some time previously, having been informed that a camera and photographic outfit had arrived from Ottawa, I took advantage of the cloudy spell to run in and get it. Secondary work was continued in my absence by Mr. D. L. S. Barwell.

Adjustments to camera, testing speed of plates and other details detained me in Calgary until the 21st. In the meantime, the smoke had rolled up again thicker than ever, shifting back and forth with every change of wind, and observing was out of the question.

It now seemed more than likely that this state of things would continue until the September snow storm arrived, and that it would be advantageous to give up the angle reading for the time being, and either make the measurements of the base referred to in your instructions, or a micrometer traverse of Highwood River. I, therefore, dispatched a messenger to Calgary to obtain instructions in the matter, and while awaiting his return made a camera survey of reservoir site K on the south branch of Sheep River. In this work, the distances required being short, the accuracy of the result was not affected by the smoky atmosphere. My messenger, on returning, brought me instructions to "stay with the observing." Accordingly, with Mr. Barwell, I established temporary camps as near as possible to the summits of Hoffman and Junction Signal Stations and stayed with it until the 4th of September, on which date the reading of angles at these points was completed.

Work now progressed favourably until the evening of the 11th, when the September snow storm arrived and lasted until the 16th. In the portion of the foot-hill country in which I was located at the time, snow fell to a depth of three feet on the level.

From the 16th of September until the 19th of October, observation and camera work was carried out almost uninterruptedly, a few delays occurring from passing bodies of smoke and broken weather.

On the date last mentioned, I received your letter notifying me that the share of the appropriation allotted to division B was nearly expended, and instructing me, to bring in and pay off my party immediately. In obedience thereto, I started for Calgary the next day and paid off all hands, except the assistant and one other, on the 22nd of October.

Owing to the lateness of starting the field work, the unfortunate atmospheric conditions throughout the season and the early closing, there still remained a considerable amount of work to be done before the data at hand could be used for the accurate construction of maps. Four primary stations were yet to be occupied to connect the main triangulation with that of Mr. Drewry; also a number of secondary points for the purpose of locating camera stations of the present and preceding years; moreover, no photographic views had so far been obtained on the Elbow River and Jumpingpound Creek.

In view of the fact that the foregoing requirements were absolutely necessary to enable the season's work to be utilized, you permitted my return to the field, with my

assistant and one other man, for the purpose of closing up the triangulation, and gathering such other information as could be obtained within three weeks. During this period, the weather was exceptionally fine for the time of year, and a large amount of good and rapid work was done.

On the evening of the 11th of November, the party returned to Calgary, and were paid off within the next two days; the horses and outfit having been stored with Mr. Ralph Bell of that town.

The following is a synopsis of the season's work :—

Number of stations occupied for primary angles.....	13
do do do secondary do	36
do camera stations occupied	39
do photographic views taken	162
do miles of micrometer traverse.....	28
do measurements of discharge of streams.....	2

Full details of the traverse of the Elbow and Sheep Rivers, the scheme of primary and secondary triangulation, the methods employed on the survey and the results obtained are given below :—

TRAVERSES.

ELBOW RIVER.—The traverse was commenced at station 97, where it had been discontinued the previous year, close to the point of exit from the eastern escarpment of the Rocky Mountains (*See* Plates I. and II.)

It was desired to continue the traverse to the source, and ascertain if the report were true, that the stream was the outlet of a lake of considerable size; and this proving to be the case, if the lake could be utilized as a reservoir; at the same time to investigate and locate such other facilities for water storage as might be met with along the headwaters of the stream.

The methods employed were similar to those of the preceding season, with the exception, that instead of a four-inch transit, a light tripod compass with three-inch needle was used as better suited to rapid work in the thickly timbered and narrow valley through which the stream flowed, and giving sufficiently accurate results for the purposes of the exploration. Distance was measured along the traverse lines by a Hurlimann micrometer ("A. Hurlimann à Paris"). The difference in elevation and fall of the streams was ascertained by an aneroid barometer; there were, however, no stationary barometer readings taken, as had been the custom half-hourly during the traverse work of the previous season; the results, therefore, are subject to errors from atmospheric changes while the barometer was in transit from station to station.

The Hurlimann micrometer was found to be a first class instrument, and gave very good results. Before use, it was carefully tested, and the value of a revolution of the screw ascertained. From this data, a table was constructed, corresponding to distances up to 60 chains (three-quarters of a mile), the limit at which readings were taken. At the close of the traverse work, it was again tested and found to give almost identical results.

Proceeding up stream from the point previously mentioned (Traverse Station 97, situate in N. E. $\frac{1}{4}$ Sec. 23, Tp. 20, R. 7, W. 5th Mer.), the river flows for a distance of $5\frac{1}{2}$ miles, measured along its course, through a narrow valley bounded by steep, rocky slopes descending directly almost to the bed. The bed is in a narrow cañon with sides of perpendicular rock and steep clay and gravel cut banks, varying in height, from 30 to 100 feet. A few narrow timbered flats and benches are seen at intervals. Above, the limestone cliffs and steep slopes are scored and broken by rocky gorges and water channels carrying the spring run-off to swell the Elbow torrent at flood. These for the most part, are either dry or present a very slight flow during the hot summer months. Here and there precipitous rock slides rise, almost from the water's edge, hundreds of feet up the mountain sides.

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The timber, scrubby spruce and pine, reaches about one-third way up on either side. In the small flats mentioned, the trees are of greater dimensions, and would have a merchantable value if nearer a market. The benches are chiefly clad with scrub pine and standing and fallen dry timber of large size, the melancholy monuments of the dense forests that clothed these valleys before the destroying agency of fire created desolation, and worked a destruction that can never be repaired.

The Indian pack trail follows along the north bank of the stream at a short distance from the river.

In W. $\frac{1}{2}$ Sec. 7, Tp. 20, R. 7, the Elbow valley widens out, and is intersected by a valley leading northerly on one side and south-easterly on the other. Passing over the divide to the north, the water is seen to flow in a rapidly increasing stream, until it joins the Fisher branch of the Elbow River at the point where the exploration of that branch was discontinued the previous season. On the south side a comparatively low divide separates the waters draining to the Elbow from those draining to the south branch of Sheep River. Near the west boundary of same section an Indian pack trail branches from that up the Elbow and crossing the divide leads down Sheep River.

In Sections 1, 2, 11 and 12, Tp. 20, R. 8, a small reservoir site was located, and a rapid survey made to obtain an approximate idea of the capacity. The stream was also gauged near a point where a dam would be built, to form a basis of the supply available for storage. For more detailed information concerning the site see below.

Within the basin referred to, the Elbow is joined by Tombstone Creek, a mountain stream of considerable volume, receiving its supply from the eastern slopes of Tombstone Mountain and adjacent rocky ridges lying to the east.

At the head of the basin the bed of the river contracts, and the stream falls over a depth of 20 feet. A short distance further up, the stream falls 40 feet over a second ledge. These falls are situated in the S. E. $\frac{1}{4}$ of Sec. 2 of the township last mentioned.

From this point to its source, a distance of two miles, the stream, now of very small dimensions, flows between outlying spurs of Tombstone Mountain and Mount Rae. The valley is narrow, and the sides steep and rugged. Snow was found lying in shady spots along the valley, although near the end of July. The vegetation is scant, and trees and shrubs scrubby and stunted, the timber line reaching but a very short distance up the mountain sides. It may be mentioned as interesting, that scrubby tamarac trees were, for the first time during the survey, observed in the valley; they were, however, little more than bushes. Pasture for horses is scarce, and can only be found, in any quantity, high up on some of the more gentle slopes.

The reported lake of large size was found a very small affair, less than 20 acres surface area and for the most part shallow; although capable of being made to contain a larger amount of water by building a 20 foot dam at the lower end, the increased supply would not warrant the cost of construction. The flow from the lake is slight, the bulk of the initial supply of the Elbow River being derived from large pockets of snow collected in the north-western recesses of Mount Rae, and from drainage on the eastern slopes of Tombstone Mountain. The lake is situated in the N. W. $\frac{1}{4}$ of Sec. 26, Tp. 19, R. 8, and lies at an altitude of 6,764 feet above sea level, as estimated from aneroid barometer readings carried from station to station of the traverse.

Immediately beyond, but a few feet above the level of the lake, is the height of land between the waters of the Elbow and Kananaskis rivers. At a depth of 600 feet below, and about three quarters of a mile distant, flows a fair sized stream, draining north-westerly to the Kananaskis River. This stream heads between the Misty and Elk Mountain ranges.

The Elbow pack trail crosses from the north to the south side of the river at the mouth of the reservoir site referred to, and continues along the south side, over the height of land, to the creek mentioned, where it joins a trail apparently leading from the headwaters of Highwood River to the Kananaskis River, down the valley of the said stream.

It has been previously stated that a somewhat misty idea as to the source of the Elbow River has prevailed in the district which it traverses. I have even heard it said, and fully believed, that the Elbow and Kananaskis rivers headed in the same basin and that it was not impossible to divert water from the Kananaskis Lakes to the Elbow

River. The survey of the past season has shown the idea to be utterly absurd, and the fact that from the lake in which the Elbow heads, there is a fall of 600 feet in less than a mile to a creek, that flows a considerable distance before reaching the Kananaskis River, proves it to be so. From the close of the Elbow traverse in 1895, (Sta. 97), to the lake at its source the distance measured along the stream is ten miles. The elevation above sea level at Station 97, is estimated to be 5,626 feet, and at the lake, 6,764 feet, a fall of 1,138 feet in the distance mentioned, or an average of 114 feet per mile; nor is this high grade surprising, for the river, from its source to the point where it leaves the mountains, is an almost continuous rapid, leaping from boulder to boulder, with frequent falls of several feet, and two in particular, at head of the reservoir site, of forty and twenty feet respectively. The estimated elevation at the summit between the Elbow River and the creek flowing to the Kananaskis River is 6,789 feet. The general direction of the stream is north-easterly. Its length, from lake at the source to intersection by the north boundary of Township 23, R. 4, West of 5th Meridian, where traverse was commenced in 1895, is 44 miles, and from that point to junction with Bow River 32 miles, as nearly as can be estimated from traverses made during township subdivisions, giving a total course of seventy-six miles.

The highest point at which water is diverted for irrigation purposes is the intake of the Calgary Irrigation Company, situated in the south-east quarter of Section 4, Township 24, Range 4, West of 5th Meridian.

RESERVOIR SITE L.

The small reservoir site, referred to above, is situated partly in Sections 1, 2, 11 and 12, Township 20, Range 8, West of 5th Meridian. It has a surface area of approximately eighty acres. The position for a dam is in the south-west quarter, Section 12. Here, on the south side, a tongue of clay and gravel projects across the valley, rising back to bench level at an easy slope; it presents an outcrop of sandstone at the river bed. On the north side, the incline is steep, and the sandstone outcrop about twenty feet in height.

The width of the gap at the level of the stream is 135 feet, and at the bench level about 500 feet. A dam eighty feet high would cause the water to back up a little more than three-quarters of a mile to the base of the twenty-foot fall previously mentioned. Roughly estimated, the capacity, with a dam of this height, would be 3,200 acre feet. With a fifty-foot dam it would be about half that amount. The elevation of the river bed at the mouth of the basin is estimated at 6,391 feet, and at the base of the first falls 6,471 feet. The stream was measured for discharge a short distance above the location for a dam, with the results shown in schedule form below:

Meter No. 25.

Observer: A. O. Wheeler.

No.	Date.	Location of Cross-Section.	Measured discharge.
1	Aug. 3, 1896.	In N.W. $\frac{1}{4}$ Sec. 1, Tp. 20, Rge. 8 W. 5th Mer., near north boundary of Sec.	37' 48 sec. ft.

REMARKS:—Stream at about average stage of water; point of cross-section not a good one, but owing to high grade, very difficult to find a good place; bed, gravel and stones; right bank, soil grown with thick willows; left bank, gravel bar covered at higher stages; flow, not very even; bottom fairly uniform. At high water, stream spreads over the valley in several channels; now, all in one flow. The foregoing cross section was made below the junction of Tombstone Creek, and gives some idea of the water available to fill the basin. During high water or flood flow, this volume would be increased many times.

There is abundance of material in the vicinity, both timber and stone, that could readily be utilized in the construction of a dam, should it be necessary at any time to utilize the small basin.

It is advisable that the following lands be temporarily reserved, with a view to the possible utilization of site L as a reservoir.

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LANDS TO BE SEGREGATED.

Site.	Part of	Section.	Township.	Range.	Meridian.
L.	N. W. $\frac{1}{4}$	1.	20.	8.	W. of 5th.
	N. E. $\frac{1}{4}$	2.			
	S. E. $\frac{1}{4}$	11.			
	S. W. $\frac{1}{4}$	12.			

SHEEP RIVER TRAVERSE.

(South Branch.)

Similarly to that of the Elbow, the traverse of the South Branch of Sheep River was continued from the terminal point of the 1895 traverse, commencing at Station 59 in the S. W. $\frac{1}{4}$ of Sec. 14, Tp. 19, R. 6, West of the 5th Meridian.

A stream of considerable size here joins the river from the south. On the 6th of October 1895, it discharged 23·61 second feet. The initial supply is derived from pockets of snow lying in the mountains about five miles distant, and the stream flows between two mountain ridges, receiving the drainage therefrom. It has been named "Junction Creek."

A short distance above this confluence, the river may be said to make its exit from the mountains, and enter the foot-hills region (*See* Plate III).

Proceeding up stream from the point of commencement, the bed lies, for a distance of 2 $\frac{1}{2}$ miles, in a narrow cañon of mingled limestone and sandstone rock, with walls rising from 20 to 100 feet. The stream is a series of broken rapids and small falls, with a width of about 30 feet. For 1 $\frac{1}{2}$ miles of the distance mentioned, the ground rises back to the rocky peaks of the Highwood Range in easy slopes, thickly timbered by scrub pine. Some large timber, spruce and pine, is seen on the lower slopes near the river. The gap is about 2 $\frac{1}{2}$ miles wide at the top, the slopes descending directly to the bed of the stream.

At a distance of 3 miles from the point of commencement, the river is joined by a stream of fair size flowing from the south-west. It has been named "Cliff Creek." Immediately beyond it, on the south side, stands out a rock cliff, rising 2500 feet above the valley. Although in reality the eastern end of a mountain spur, it stands out like a sentinel, and the appearance, proceeding up the valley, is that of perfect isolation. It is very effective (*See* Plate IV), and has been called "Cliff Rock."

Beyond Cliff Rock, the river is much diminished in volume; it has an average width of about 20 feet, and is a series of rapids and small falls, flowing in a narrow cañon, with rock walls 30 to 40 feet high. Above, to the north, are steep rocky slopes, cliffs and rock slides, descending directly to the stream. On the south side, slopes, timbered with scrub pine and brulé ascend gently to Cliff Rock. A few scrubby pine and spruce are found in the cañon. Here, the limestone strata lie nearly horizontal, but are much bent and twisted. Thus far, the character of the valley is very similar to that described for the first few miles of Elbow traverse: steep slopes rising to rocky points and ridges, scored and seamed by water courses and mountain gorges, discharging torrents during the early spring run-off. The valley, however, is somewhat more densely timbered than that of the Elbow within the mountains.

Five miles up the valley from the commencement of the traverse, a short distance above the Cliff Rock, the valley widens, and becomes less rugged in appearance. Grassy bottoms appear, alternating with bunches of small spruce and willow brush along the stream, and standing and fallen dry timber on the flats. Beyond, the slopes rise less abruptly, but are nevertheless steep and rocky; and for the most part, covered by scrub pine, brulé and windfall at the lower altitudes. Numerous watercourses, flowing in deep rocky cuts, drain to the river; the majority were dry or nearly so at the time of the survey early in August.

A fairly good Indian pack trail leads up the stream, frequently crossing from side to side. In S. W. $\frac{1}{4}$ Sec. 14, Tp. 19, Rge- 7, a branch trail leads up the mountain side, over the divide separating the drainage to Sheep River from the headwaters of Mist Creek.

Continuing up stream, the slopes on the north become more open, presenting numerous grassy stretches. On the south they are very steep; and below timber line covered by *brulé*, windfall and patches of scrub pine and scrubby spruce.

The river is here a stream about 20 feet wide, flowing swiftly over a stony bed.

In N. W. $\frac{1}{4}$ Sec. 28 and S. W. $\frac{1}{4}$ Sec. 33, Tp. 19, R. 7, it is joined by two strongly flowing watercourses, the upper draining from the north-eastern slopes of Mount Rae. Above the latter point, the stream describes a semi-circle and is small, not averaging more than 7 feet in width and falling down a very steep grade, obstructed by boulders, logs, willow brush &c. The original supply is received from the melting snow lying on the north-east slopes of Mount Rae (*See Plate V.*) The stream from its initial point flows north and east around a high pointed hill, extending from the same mountain, before assuming its general course of south-east and east.

Several bunches of tamarac trees, up to 1 foot in diameter, were noticed on the pointed hill just mentioned. North-west of the semi-circle described by the river at its head, lies the divide, previously referred to, between it and the Elbow River. The divide is of comparatively low elevation (see below), and the distance across, from stream to stream, one and three-quarter miles. The valley is here about 3 miles wide between mountain points, and about 2 miles between the steep lower slopes. At the summit of the divide, are several shallow ponds, lying in a muskeg basin; they are of no importance as a factor of water storage; are small in extent, very shallow and the basin in which they lie of no depth.

The slopes of the divide are covered throughout by standing and fallen dry timber. These relics are of large dimensions, and represent that which at one time must have been dense forest, capable of retaining a very large quantity of unmelted snow late into the summer: thus keeping the streams well filled, when water is most required, instead of allowing the winter's precipitation to go off with a rush in the early spring, as is the case at present. There must be hundreds of similar instances throughout the entire watershed, where bush fires, the result, in many cases, of lack of due caution have wrought irreparable harm.

The Sheep River pack trail leaves the main stream a short distance above the watercourse joining in S. W. $\frac{1}{4}$ Sec. 33, and passing up a narrow valley, follows along the north side of the ponds, over the height of land, to connect with the Elbow trail in S. W. $\frac{1}{4}$ Sec. 7, Tp. 20, R. 7, previously referred to.

The traverse was carried over the divide, and connected with the Elbow traverse at Station 49. The barometer readings up the two streams were also checked, and balanced at the same point.

No suitable facilities for water storage were met with on the headwaters of Sheep River. One point was noted in S. $\frac{1}{4}$ Sec. 13, Tp. 19, R. 7, where a dam might readily be constructed, but the fall of the stream is so great that the amount of water it would be possible to retain would in no way compensate for the cost of construction.

As stated, the traverse was tied in with the Elbow traverse at Station 49 of the latter: thus forming a good check upon the accuracy of the micrometer work up the two streams during the past two seasons. When plotted, it was found to close to 15 chains (less than a $\frac{1}{4}$ of a mile). The length of the Elbow traverse, from commencement in 1895 at the intersection of the north boundary of Tp. 23, R. 4 West of 5th Meridian to the point of closing, is 40.5 miles, and that of Sheep River from point of commencement at the intersection of the east boundary of Tp. 19, R. 4 West of 5th Meridian to the same closing, 32.3 miles; making, in all, 72.8 miles of traverse. This shows an average distance error of only 1 in 388. When it is taken into consideration that the micrometer was used as a distance measuring instrument, and that it is subject to errors from varying atmospheric conditions, as well as from differences of the elevation of the stations causing foreshortening of the base, which last cannot be wholly obviated without the expenditure of more time, both in the field and office work, than was available, it must

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be admitted that the results have proved satisfactory. It may, however, be pointed out that the traverse under discussion is particularly well adapted to good results from micrometer readings, owing to the fact that the stations at either end of the line of sight are generally at a considerable elevation, and the line of sight lies above the more uneven atmospheric layers closer to the ground. For a contrary reason, distances measured along a more level surface may give far less accurate results, owing to a distortion of the targets caused by uneven refraction through the low lying atmospheric strata. When it is remembered that the final 6 miles of the Elbow traverse and 14 miles of the Sheep River traverse were made with the magnetic compass, to obtain direction, it cannot be denied that an element of good luck was associated with closing of the work.

The elevation of the point of commencing Sheep River traverse (Station 58), deduced from barometric readings of the previous season, is 5,029 feet above sea level. As in the case of the Elbow traverse, no stationary barometer was employed in carrying forward the elevation during the present season. The estimated elevation at the extreme head of Sheep River is 7,459 feet, and at the point where the traverse leaves the stream to cross the divide and connect with the Elbow traverse, 6,504 feet. The distance from the latter to point of commencement is 13 miles, measured along the stream; thus showing a fall of 1,475 feet in the said distance or an average of 113 feet to the mile. The elevation of the height of land between the Elbow and Sheep River at its lowest point is 6,799 feet or 515 feet above the Elbow and 295 feet above Sheep River. These measurements are of course approximate.

The distance traversed up the south branch of Sheep River during the past two seasons is 33 miles, and from the point of commencement in 1895 to the junction with Highwood River, as gathered from subdivision surveys, about 37 miles, making a total length from source to mouth of 70 miles.

On October 6th, 1895, a measurement of the flow was made in the S.E. $\frac{1}{4}$ of Section 15, Township 19, Range 6, the calculated discharge showing the result of 93.33 second feet. The two creeks joining the main stream in the S.W. $\frac{1}{4}$ of Sec. 14 of the same township, viz.: Junction Creek from the south, and another from the north-west were also gauged on the same date, giving respectively as results, 23.6 and 4.51 second feet. On August 6th, 1896, the main stream was gauged in the same quarter-section, below the junction of the most easterly of the two tributaries referred to above and found to discharge 304.37 second feet. It was then above the average flow, owing to recent rain and snow storms in the mountains, but at the same time, could not be said to be at high water flow. The results of the 1896 gauging are set forth below in schedule form:—

Meter No. 25.

Observer, A. O. Wheeler.

No.	Date.	Location of Cross-Section.	Measured discharge.
2	1896. Aug. 6. . .	In S.W. $\frac{1}{4}$ Sec. 14, Tp. 19, R. 6, W. 5th Mer., in N.E. corner of $\frac{1}{4}$ section.	304.37 second feet.

REMARKS.—Stage of water above average flow, owing probably to rain and snow in the mountains during 4th inst. Cross-section fairly good for a stream of such high grade. Banks, stones and rock. Bottom fairly uniform, stones and gravel lying on rock bed. Flow fairly even. Water line not very regular.

THE TRIANGULATION.

As stated at the commencement of this report, the work of Division B, comprises a survey of the foot-hills region adjoining the eastern escarpment of the Rocky Mountains, with a view to defining the several drainage areas, facilities for water storage and location and extent of the timbered tracts. For the purposes of record and reference, and

to be able to utilize the knowledge gathered by the survey, it was primarily necessary that the data obtained should be such as would enable an accurate map representation to be made of the region covered, and at the same time that the work should be rapid and comprehensive.

It was decided to apply the method of photographic surveying that has been carried on successfully in the Rocky Mountains District under the guidance of Captain E. Deville, Surveyor General of Dominion Lands, with such additions and modifications as would make it applicable to the lower and more densely timbered foot-hill areas.

In order to do this, it was necessary that a chain of primary and secondary triangles should be extended over the tract to be covered. It was proposed that the primary triangulation should be carried out to a fair standard of accuracy, and be used as a base on which to rest the entire work, and at the same time furnish a future reference for other delimitations, such as mining locations, timber limits, grazing tracts, or roads, as the occasion might require.

The secondary triangulation, with a less degree of accuracy, would rest upon the primary, and be for the purpose of establishing points from which camera stations might be located, and micrometer traverses of main streams checked and placed accurately in position. They would also be used as camera stations if found suitable.

The principal additions and modifications to the system of photographic work carried on in the mountains lay in the micrometer traverses of main streams, above referred to, and in the greater number of secondary triangulation and camera stations it was found necessary to establish, owing to the lower, more densely timbered and less commanding elevations of the foot-hills.

As a start, it was proposed to commence operations in the Bow Valley, and to carry the triangulation southward to the International Boundary line.

In the photographic survey of the Rocky Mountains, made some years previously, D. L. S. Drewry had measured a base and carried a system of primary triangles up the Bow Valley, tying on to the 5th Initial Meridian, at east boundary of Sec. 13, Tp. 24. His base was located in Tp. 25, Rge. 4, W. 5th Mer., was $1\frac{1}{2}$ miles in length and carefully measured. It was decided to adopt one of the sides of Drewry's triangulation as a base from which to carry the triangles southward, and later on, at some suitable point between the Bow River and the boundary, to measure a base to check the work done and carry it efficiently to its objective point, the International Boundary line.

The stations of Drewry's triangulation selected for the purpose were "Sarcee Butte" in S. E. $\frac{1}{4}$ Section 7, Tp. 24, R. 4 West of 5th Mer. (close to the point where the Jumpingpound Creek takes a sharp bend from its eastward course, and flows north to the Bow River), and "Chiniquy Lake" in N. E. $\frac{1}{4}$ Sec. 2, Tp. 25, R. 7 West 5th Mer., situated immediately above the lake of the same name and commanding the entrance to the Bow Pass (*See* Plate VI.)

Taking these points as initial stations, the triangulation was projected southward to the Highwood River, the triangles being contracted as they approached the valley of that stream, for the purpose of connecting with a base which it was thought could be efficiently measured on the open bench lands lying above its bed.

The stations of both primary and secondary triangulation were selected from the reconnaissance survey of 1895, supplemented, in the case of the secondary triangulation, by several stations selected while the angle reading was in progress. The scheme of triangulation was worked out during the winter of 1895-96, by J. I. Dufresne, D. T. S. of the astronomical staff of the Department of the Interior, from data furnished by Division B. In only one case was it found necessary to deviate from the scheme as projected in the office, viz: The primary station designated "Forgetmenot" was shifted to a point about two miles south-east to render it visible from other primary points. This change rather improved the condition of the triangles involved.

For the primary angles a 7-inch transit theodolite (Troughton & Simms, London, England) was used, reading by three verniers to $10''$ on both horizontal and vertical circles. The method laid down in your instructions has been carefully followed with one slight modification, viz: in taking the second set of readings between two signals, the lower plate was moved very slightly in azimuth; thus, when the telescope was again

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set on the signals, the verniers gave a new set of readings and so obviated chances of error that might arise from repetition of the same readings.

Twelve readings were taken on each signal, or twenty-four readings to each angle; three circle right, three circle left, from left to right or right to left; and then, three circle left, three circle right, from right to left or left to right, as the case might be. Care was taken, in every instance, that contact be made in the same direction, to avoid loss of motion in the vernier tangent screw.

Vertical angular readings were taken to all signals observed upon; as with the horizontal angles, twelve readings in each instance. Striding level readings were taken for each position of the instrument: in all four readings at both ends of the bubble, or eight readings to the angle. Thermometer readings, also, were obtained at the beginning and end of each set of angular readings, to cut out, as far as possible, the errors due to uneven refraction in the reading of vertical angles.

For the secondary triangulation a 4-inch transit theodolite (Troughton & Simms D. L. pattern), was used. This instrument is divided to hundredths of a degree, and reads by two verniers. The method employed was as follows: circle right, circle left, from right to left or left to right, as the case may be; then shift transit on tripod head 120° in azimuth, and read circle left, circle right from left to right or right to left. In all eight readings on each signal, or sixteen to the angle. The same process was employed when reading vertical angles. No striding level or thermometer was used with the 4-inch instrument.

Seven primary triangles were completed, with sides ranging from 16 to 6 miles, where they contract towards the proposed location for a base.

The limit of error allowed by your instructions for the closing of a triangle is $30''$; I am happy to say that the greatest error in the field closing is $7''$, and the least $2''$. This does not take into account the spherical excess, which, however, is slight for triangles of so small area. The allowance for closing of the secondary triangles is $1'$; I am also glad to say, in this case, that the largest error does not amount to half of it, and in the majority of triangles, is much smaller.

The secondary work and location of camera stations were, in large part, conducted by D. L. S. Barwell, who acted as my first assistant. The primary and a portion of the secondary work were under my personal supervision.

To utilize photographic views for mapping any portion of a country, it is absolutely necessary that the elevation above a given ground plane of every station from which such views are taken should be known. It was, therefore, essential that the elevations of the primary and secondary stations should be obtained. To do this, a line of spirit levels was run from Bench Mark No. 3 of the Canadian Irrigation Surveys (situated at the north-east corner of Township 24, Range 2 West of the 5th Meridian), to establish the elevation of D. L. S. Drewry's triangulation signal station on Nose Hill, close to the city of Calgary, and only two stations removed from Sarcee Butte one of the initial points of the triangulation under discussion. From Nose Hill the elevation was carried, by vertical angular readings, to Brushy Ridge; and from thence, to Sarcee Butte; and so on, throughout the system, as far as it had been conducted.

SIGNALS.

The signals used are shewn on Plates VII, and VIII. For a primary station it consists of a centre pole 15 to 20 feet long, set in a wooden hub six inches above ground. Five feet above the hub, is constructed a diamond-shaped frame covered by strong white cotton. The frame is quickly and readily built by nailing two pieces to the pole at right angles to one another. From the ends of these pieces, supports go back to the pole, and are nailed to it two feet above and below the pieces at right angles. This shapes the diamond. The corners are finally joined by pieces placed in a horizontal position. The cotton is then stretched, in one piece, over six of the triangular faces. Two triangular pieces of cotton have to be cut to cover the other two faces. It is all tacked closely to the frame work, to exclude wind. The drum measures about 4 feet from point to point. With the sun shining upon it, no difficulty was experienced in

sighting on either the upper or lower apex at a distance of 25 miles. I have no doubt, that by increasing the size of the drum, and with the sun in the right position, a signal of this description can be seen with a good telescope a distance of 40 miles, with sufficient distinctness to place the cross hairs upon either the upper or lower apex of the drum. The pole is surmounted by a flag of white cotton, a yard wide by one and a half yards long, which is much more easily seen at a distance than red. It is then braced by four wire guys, fastened to stakes driven firmly into the ground. Where the ground is rocky, the wire is fastened to a short stout piece of timber upon which a heavy load of rocks is placed. When the wire is fastened to stakes driven into the ground, a single wire nail is driven above the fastening, to prevent its slipping upward. The same method was used to keep the wires from slipping downward, where fastened to the centre pole. It was not, however, found a good one, for, owing to the fierce north-west winds during the winter, the chafing of the wires caused them, in some cases, to part at the pole and the signal to fall. Should the signal be required to remain in place during the winter, it is suggested, that an iron collar with attached eyes for the wires be fastened to the pole, or that bolts with eyes be screwed through. The latter, however, might considerably weaken the pole.

The signal shewn on plate VIII was used for secondary stations, the targets of white cotton placed at right angles, being all that was required for the shorter distances. In the case of camera stations, the targets were made of white wooden strips, eight in number, nailed at right angles, four each way.

In both cases the pole is surmounted by a white cotton flag. Instead of using wire guys, three or four poles are nailed by a single six-inch wire nail to the central pole. At the extremity of each support, a stake is firmly driven, and a single nail fastens the support to it, thus keeping it from slipping. A stake driven beside the central pole and a nail through it keeps the pole from jumping the hub. This last is also a wise precaution in the case of the primary signals. If stakes cannot be driven, rocks must be used. The foregoing system of signals does not apply to mountain heights, far above timber line. Here, some other method would have to be employed.

Your instructions require that the azimuth of some one side of the triangulation should be observed, with a programme similar to that of reading the primary angles. It is to be regretted that, owing to the difficulties encountered from smoke at the time when it would have been most beneficial to have taken these observations, it was found impossible to do so, and had to be deferred until another time. It is hoped that during the present season the necessary observations for azimuth and latitude will be completed.

PHOTOGRAPHIC WORK.

There is little to be said on this subject beyond a few general remarks. The methods and programme laid down by Captain Deville, Surveyor General of Dominion Lands, in his very able and complete work on photographic surveying (published in 1895), were followed almost to the letter, and found to give all that could be expected in the way of results, bearing in mind that it was but the second year's experience for the division at this comprehensive class of surveying.

The first thing to be done, before commencing the photographing, is to obtain the position of the bubbles in the level tubes, when the horizontal and principal lines of the picture plane of the camera are in a perfectly horizontal and vertical position. This is done by following the method laid down in the work referred to (pages 139 to 145). At the same time, it is a simple additional matter to obtain the focal length of the camera, in order to check the notches placed in the edges of the metal box against which the plate presses, and for future use when the work of plotting from the photographs is commenced. Should the camera be a new one, it is necessary to place these notches in proper position, using for this purpose the focal length obtained. The method for getting the focal length, and formula for calculating same, are given on the pages mentioned above. A suitable spot has been selected near the city of Ottawa, and permanent bench marks established, so that by placing targets large enough to show in a photograph, these adjustments can be readily obtained.

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Having ascertained the proper bubble readings for both positions of the camera, horizontal and vertical, it is advisable to write them down on a slip of paper and paste the slip on the inside of the camera case for future use.

The next question is what plates shall be used? The size is $4\frac{3}{4}$ by $6\frac{1}{2}$ inches. During the season of 1895, Division B used Edwards' medium isochromatic plates (B. J. Edwards & Co., London, England).

In 1896, Cramer's slow isochromatic plates (G. Cramer dry plate works, St. Louis Mo., U.S.A.) were used and found to give satisfactory results. They are not coated on the back like the Edwards plate, and are not sold as non-halation plates; nevertheless, although exposures up to 120 seconds, using an orange screen, were given, no trace of halation was observed in the negatives.

During the early spring of 1897, the writer made a series of eight tests with the following plates: Cramer's slow isochromatic; Wurstner's imperial instantaneous orthochromatic non-halation; Wurstner's imperial medium orthochromatic non-halation, and Seed's extra rapid non-halation. In seven out of the eight tests, the Cramer plate gave more suitable results for the class of work under discussion.

There is no perceptible difference between the results obtained from the Edwards and the Cramer plate, and outside of the facts that the Edwards plate has a non-halation coating on the back, and the Cramer plate is packed so as to be more readily handled in the field, either may be used to equal advantage.

It will be understood, of course, that the above are merely the writer's views on the subject. Every photographer has, undoubtedly, his own opinion as to the relative merits of the different plates in the market.

Having selected your plates, the next step is to find the unit of exposure. This is best done at, or near, the field of operations, as the altitude at which the views are to be taken, forms a factor of considerable importance in the length of exposure.

On a very bright, unclouded day at, or near, noon, a series of plates may be exposed to a distant landscape. The greater the variety of contour and colouring the better: such as level plane, grassy slopes, rocky ridges timbered hills, mountain stream and glassy lake. Exposures may be given for 10, 20, 30 and 40 seconds to the same view, and then taken to the dark room and developed. It may here be remarked, that in photographic surveying, all landscapes are photographed through an orange or lemon coloured screen, for the purpose of equalizing, as much as possible, the relative sensitiveness of the various rays of the spectrum and to admit of a sufficiently long exposure to obtain full detail in the more distant portions of the view. The density of the screen will therefore, have an important bearing in fixing the unit of exposure.

Having developed your test plates to, as nearly as possible, the same density, it is not a difficult matter, when the negatives are dry, to select the time giving the best general results. This time may be accepted as the unit of exposure. It is possible to make three different exposures on the one plate, but this is not considered desirable, as it will necessitate the same length of development for all three exposures, and consequently different densities.

Having obtained the unit of exposure, the time of exposure for any particular view at any given altitude, time of the year and hour of the day may be readily taken from the table of exposures given in Captain Deville's work on page 188.

This table gives the exposure for a very bright light; the stage of light has, therefore, to be considered. On the same page and page following, Captain Deville states, that Messrs. Hurter and Driffield, in the instructions for their actinograph, adopt five degrees of brightness, for which they give co-efficients of the unit of exposure. With orthochromatic plates and orange screen the proportions given are as follow:—

Very bright.....	1.0
Bright.....	1.5
Mean.....	2.0
Dull.....	4.0
Very dull.....	8.0

Very bright, is described as light coming from a pure sky.

Mean, is when the sun casts a very faint shadow.

Very dull, the least light in which it would be advisable to take a photograph.

Bright, is between very bright and mean, and dull between mean and very dull.

This is certainly indefinite enough for anything, and leaves lots of room for improvement.

I may say, however, that, with the assistance of the above table of definitions, I have made one for my own use ; but one, which I would certainly not ask any other person to accept. It is as follows:—

Very bright : an unclouded sun, casting a dense, sharply defined shadow.

Bright : sun slightly obscured, casting a clear shadow, but not very dense.

Mean : a very faint shadow.

Dull : a clouded sky, showing no shadow ; but landscape clearly distinct.

Very dull : a lowering sky, with landscape immersed in gloom. The foregoing is certainly not much more tangible than Messrs. Hurter and Driffield's definition, seeing that, in either case, there is only a shadow to grasp at.

There are, in reality, so many factors, that come to bear on the length of exposure, that it is impossible to make any absolute rules ; the more so, that in a large measure, it depends upon what portion of the landscape the surveyor requires to obtain a record of. One part may be well lighted up, another buried in shadow ; here, you may find dark densely timbered benches, there light coloured grassy slopes ; again, the snow in one part may be in brilliant sunshine, in another in deep shade ; one time, you have the sun at your back, another you look across the shadows and a third you photograph right into the sun. The distance may be obscured by deep violet haze, or the whole dimmed by a thin veil of smoke.

It is much more by good experience, good judgment, and good luck that success is attained, than by cut and dried rules.

In 1895 the Surveyor General furnished me with a table of co-efficients for various degrees of light, considerably in advance of that given above. It was as follows :

Very bright.....	1
Bright.....	2
Mean.....	5
Dull.....	10
Very dull.....	20

During the season of 1896, I used the former table, and found my plates somewhat under-exposed, as a whole. This season, I have regulated my exposures much more nearly by the latter table of co-efficients, and expect better results.

I am of the opinion that, in this class of work, it may be laid down as a general principle : "give plenty of exposure"; and I might almost add as a general rule : "give the right exposure and half as much more." From an under-exposed plate but little can be obtained that will be serviceable for an enlargement to plot from. The shadows in the negative are clear glass, giving black blotches, without detail, in the bromides. What is not there cannot be brought out. On the other hand, an over-exposed plate may, by skilful treatment, be made to yield a fairly good enlarging negative.

In fact, it may be said, that a plate exposed twice, or even three times, too much will still give serviceable results. In support of the above I may quote the following from a paper written by B. J. Edwards of London, England, in the Year Book of Photography, and Photographic News Almanac for 1890 :

"The golden rule, as well stated by Capt. Abney in his paper to which I have referred, is 'always expose long enough.'

"An under-exposed negative is utterly worthless ; it is a mistaken idea to suppose that detail can be forced out by excess of ammonia or other alkali ; but on the other hand, by modifying the developer, it can be kept back to almost any extent, so much so that it has been said that 'there is no such thing as over-exposure'; without going as far as this, it is certainly a fact that a good negative can be made from a plate which has received eight or ten times the normal exposure.

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“Development is commenced with a normal solution containing the full amount of ammonia (or other alkali), and in ordinary cases the usual quantity of pyro—say $1\frac{1}{2}$ grains to each ounce of developer. As soon as the details begin to appear, it will be seen whether the plate has had the proper exposure, or whether it has been over-exposed. If the former, no alteration need be made, the development can be completed without changing the solution, but if it be found that the detail comes out too rapidly, without corresponding increase in density, the first developer is at once thrown off, and without stopping to wash the plate, it is flooded quickly with a second developer, very strong in pyro, and powerfully restrained.

“The following formula works well :

No. 1.
Pyro, 64 grains.
Citric acid, 15 grains.
Distilled water, 4 oz.

No. 2.
Ammonia, (880), 2 drams.
Ammonia bromide, 180 grains.
Distilled water, 4 ozs.

For use mix equal parts Nos. 1 and 2.

“This re-developer or intensifier will have the effect of stopping the further development of detail, while the density will rapidly increase and the shadows remain clear.

“As soon as the required density is obtained the plate is slightly washed and fixed in the usual way.”

The development of plates is referred to below under the heading “Office work.”

The cameras used for survey work cover, in the horizontal position, 57° of arc, and in the vertical position, about 38° . It requires seven views in one case, and eleven in the other to complete a circuit, making due allowance for the overlapping of the views. It is not often, however, in the foot-hill country that a circuit can be completed, or is required, from one station ; at the most, three or four views are taken from one point.

The central station on a hill or ridge is generally situated on the most prominent point. A signal is here erected, the position of which is fixed by two or more (preferably more) readings on it from primary or secondary triangulation stations.

The other camera stations on the same hill or ridge are at a short or long distance from the centre one, and may or may not be visible from it. Their position is fixed by one of four methods, two of which are the same with a slight modification. The method adopted depends upon the distance from the centre station, and the facilities presented for seeing them from surrounding triangulation points.

1. If close, they are located by taking at the central station, the azimuth from a convenient primary or secondary point, and measuring the distance with a tape ; this is the easiest, and most accurate method.

2. If distant from the central station, they may be fixed by erecting a minor signal, and taking readings on it from outside triangulation points.

3. By taking one reading on the minor signal from an outside point, and at the station, readings with the photographic transit on three other points.

4. By taking four or more readings with the photographic transit upon surrounding triangulation signals.

The photographic transit, referred to, a 3-inch transit theodolite specially built for the work by Messrs. Troughton & Simms, is fully described and illustrated in Capt. Deville's work, (pages 138 & 139). It is used to obtain the azimuths and elevations of the orientation points in the several views, for plotting purposes ; and to fix the position of the camera stations, as indicated above.

One of the chief difficulties encountered in photographing in a country of the foot-hills character, is that of selecting suitable orientation points for the views. It is of the first importance that the points selected will be certain of recognition in the bromide enlargements. Great care must be taken, when reading the azimuths, that those chosen are suitable for identification ; a point may be visible in the negative, and yet not come out in the enlargement. It is not wise to accept objects at a great distance, unless they are clear and sharply defined ; a wrong exposure may render it impossible to bring them out. The top of a prominent isolated or comparatively isolated tree, a sharp pointed hill, a nose or peak of rock, the corner of a pond, the gable end of a house or corral, if

not too distant, are good objects; sticks, stones, trees in the mass, rounded hills and distant mountain points are very uncertain.

The camera stations having been selected, the method adopted has been to first occupy that from which the view nearest the sun, in the direction of its movement, may be taken, and so work round; by the time the last station is reached, the sun has moved forward far enough to be no hindrance.

A small square dark tent is used for changing and marking the plates. It is not advisable to use it until after dark or until deep twilight has set in; used during the day, plates are very liable to become fogged, as the tent is not impervious to bright sunlight. It has also been found susceptible to summer lightning, and changing plates must not be attempted while atmospheric occurrences of this nature are in force. A ruby lamp renders changing at night an easy matter.

OFFICE WORK.

The development of plates exposed during the season was the first work taken in hand on returning to the office.

Owing to the fact, that smoke from bush fires rendered photographing impossible during the greater part of the time, only sixteen dozen views were obtained.

The ferrous-oxalate developer, the formula for which may be found on page 192 of the work already alluded to, is suited to the development of fully exposed plates, but will not do for under or over-exposures.

The formula is as follows:—

No. 1.	No. 2.
Oxalate of potash 1 oz.	Sulphate of iron 1 oz.
Water 3 "	Water 2 "
Bromide of potassium 15 grs.	Acetic acid 2 mins.
Acetic acid 10 mins.	

Mix in proportion of 4 of No. 1 to 1 of No. 2.

The method employed is to develop one dozen plates at a time, in an oblong box fitted with grooves, to hold the plates in a vertical position. It was found necessary, in order to handle a dozen plates at once, to modify the above developer so as to obtain a greater length of development, and yet to avoid flatness or fog. Mr. H. N. Topley, photographer to the Department of the Interior, conducted a series of experiments with this end in view, using therefor, the duplicate plates exposed during the season. The following formula was adopted; it is the same as that given above, with a slight addition and modification:—

No. 1.	No. 2.
Oxalate of potash 1 oz.	Sulphate of iron 1 oz.
Water 3 "	Water 2 "
Bromide of potassium 15 grs.	Acetic acid 2 mins.
Acetic acid 10 mins.	

Add one-third of a grain of bi-chromate of ammonia (c. p. cryst.) to each ounce of oxalate solution (No. 1); mix in proportion of 1 ounce of iron solution to 6 ounces of oxalate solution.

This formula gave an average development of seven minutes, and produced neither flatness nor fog in the negatives. For much under-exposed plates it is inefficient.

The above time allows plenty of margin to watch your plates and remove them to the fixing bath as soon as sufficiently developed. Should they all come on at once, which is not often the case, the developer is poured off, and the box rapidly filled with water from a jug ready to hand. The plates are then transferred, one by one, to the fixing bath: a box of similar construction.

In this manner six dozen plates can be easily developed in one day, and can be washed and dried ready for enlargement by the following morning.

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The method employed in enlarging is fully described in article 122 of Capt. Deville's book, and need not be touched upon here otherwise than to say that it is done by artificial light, a fifty-candle power spiral electric lamp being used.

The highest density of each negative having been measured, data is at hand, on which to base the length of exposure. With this assistance, a little practice soon enables the operator to judge to a nicety the time required for the different portions of the image. By skilfully shading the thinner parts of the negative a uniform bromide is obtained; and the portion of the view required for mapping purposes reproduced as well as the quality of the negative will allow.

The following formula will give a good stock solution for the development of the bromide enlargements :

No. 1.	No. 2.
Oxalate of potash 24 oz.	Sulphate of iron 2 oz.
Bromide of potassium 50 grs.	Acetic acid 40 mins.
Acetic acid 240 mins.	Water 40 oz.
Water 72 oz.	

Mix in proportion of 1 of iron solution to 4 of oxalate solution.

The developer may be made to flow more freely by using 420 minims. of acid instead of 240 as given above.

As soon as development has been carried far enough, it is stopped by flooding with the following solution : half an ounce of acetic acid to eighty ounces of water.

The print is then fixed in a bath mixed as follows :—

One ounce of hyposulphite of soda to ten ounces of water.

Care must be taken to soak the print thoroughly before development, so that the developer may flow freely. Weak spots in the print may be greatly strengthened by skilful application of developer with a soft camel's hair brush. Finally, the prints should be washed in running water for at least three hours to move the particles of hypo; if not thoroughly removed a yellow stain will appear soon after the prints are dry. They are dried between sheets of blotting paper, and subsequently flattened out in an ordinary letter press.

The bromide paper used, is manufactured by Messrs. Wellington & Ward, Elstree, Herts, England, and is known as the Wellington permanent bromide paper, extra rapid, platinomatte surface. It is of a heavy quality, and stretches but little under the action of development and washing. Care must be taken when ordering from the manufacturers, that the paper sent has been cut straight with the grain, otherwise it will be warped when dry; and, owing to its stiffness, will not lie flat on the photograph board when the plotting constructions are being made. It should be cut so that the grain of the paper is parallel to the shorter side of the sheet.

For plates that have been considerably under-exposed, the following formula was found to give much better results than the ferrous-oxalate developer; the negatives obtained gave very good bromide enlargements :—

No. 1 solution.

Pyrogallic acid	1 oz.
Sulphite of soda (cryst.)	6 "
Water	32 "

No. 2 solution.

Carbonate of soda, (c. p. cryst. or gran.)	3 oz.
or washing soda	4 "
Water	32 "

No. 3 solution.

Bromide of potassium	300 grains.
Sulphite of soda (cryst.)	1 oz.
Liquid ammonia (880)	1 "
Water	7 "

To use: take one ounce of No. 1, and one ounce of No. 2 with one drachm of No. 3; add one ounce of water. If under exposed, add more of No. 2 and No. 3; if over-exposed use less of No. 2.

Clearing solution; to take the yellow stain out of the negatives use:

Alum saturated solution.	15 oz.
Citric acid.	$\frac{1}{2}$ "

Let the plate remain in the above solution until the yellow stain disappears. The negative is fixed before being cleared.

The above formula was experimented with by Mr. H. N. Topley, last winter, on a number of very much under-exposed plates; the resultant negatives gave good bromide enlargements.

The remaining office work done during the winter consisted as follows:—

A preliminary topographical map of the section covered by the past two seasons' operations, accompanied by a plan of the triangulation as far as it has been carried; the last shows the primary and secondary triangulation, check triangles and method by which the majority of the camera stations have been placed in position. They are lettered respectively: Sheets A. and B. The scale is one mile to an inch. Topographical sheets showing, in detail, the traverses of the Elbow and Sheep Rivers were also prepared on a larger scale: 40 chains ($\frac{1}{2}$ a mile) to the inch. The above was under my personal supervision. The discharge measurements were computed by Mr. J. I. Dufresne; and the angles and other data connected with the triangulation, placed in his hands for computation of the sides of the triangles, and the position and elevation of the different stations. The mean angles were calculated and checked by Mr. J. A. Macara. A concise general report of the field operations of the division was submitted to the Surveyor General, for publication with his annual report to the Minister.

The plans and discharge sheets are herewith submitted for your approval.

GENERAL REMARKS.

It has been already stated that, owing to smoke from the extensive bush fires of last summer, it was found impossible to complete the photographic work on the Elbow River and Jumpingpound Creek. The first work done during the present season was that of filling in the blanks. While on the Jumpingpound Creek, attention was drawn to numerous deaths occurring among the cattle grazing in the locality where the main stream is joined by the Little Jumpingpound Creek, viz., Townships 24, Ranges 4 and 5 West of 5th Meridian.

The deaths occurred during the first two weeks of June, and immediately after the first heavy rain of the season.

The circumstances seemed exceptional, the symptoms pointing to vegetable poisoning.

It appeared, upon inquiry, that the same mortality happened yearly in this vicinity, and generally between the end of May and middle of July, the time of occurrence, during that period, depending upon whether the spring was early or late. The settlers interested in the matter appeared to be considerably agitated, but, beyond a general belief that death resulted from eating some poisonous weed, entirely ignorant of the cause. It was therefore deemed advisable to report the circumstances to the Director of the Central Experimental Farm at Ottawa.

An examination was made of the stomach of an animal that had just died, and as far as possible the general facts gathered from the settlers and a statement of the case forwarded in the said report.

A few days afterwards, Prof. John Macoun, F.L.S., Dominion Botanist and Assistant Director of the Geological Survey of Canada, who happened at the time to be at Calgary, was authorized to investigate the matter from a botanical standpoint. He returned to the headquarters of Division B on the Jumpingpound Creek, for that purpose, and made a careful study of the locality, closely questioning the ranchers who had suffered loss.

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I understand that he arrived at the following conclusions :—

1st. That death was caused by eating the young shoots of the mountain larkspur (*Delphinium Scopulorum*), which grows more or less abundantly in the poplar woods along the river and creek bottoms, and in some of the low meadow lands that are well watered in the early spring, through the foot-hills region.

2nd. That the plant is only deadly at the early stages of its growth, when the full energy is put into the young and tender shoots in its sending up.

3rd. That it would, of a consequence, be most virulent during the early spring rains.

4th. That the plant is only attractive to cattle while the shoots are young and juicy.

5th. That during this dangerous period cattle should be either herded or placed in fenced pastures on the uplands.

The weed is related to the aconite, and causes death from heart failure.

Numerous cases of recovery have been effected by bleeding or using other methods to revive the circulation.

I understand that Professor Macoun will report upon the case at length to his own department, and have merely referred to the matter incidentally as bearing upon the vital interests of settlers ranching within the territory covered by the work of the Division.

TIMBER.

Before closing this report it is desired to make a slight reference to the timber in the foot-hills region covered by the operations of the Division. The species are few in number, and their distribution marked by very distinct boundaries.

In the outer hills, at a comparatively low elevation, the common aspen or white poplar, the balsam poplar or Balm-of-Gilead, the white spruce (*Picea Alba*) and several kinds of willow are found along the valleys of the streams and their tributary water courses. With the exception of the spruce, which only grows where moisture is abundant, a sprinkling of the same species, hardly large enough to be called trees, is found on the slopes and hill-tops, mixed with standing and fallen dry pine, of large growth: the relics of by-gone days. The muskeg bottoms are covered more or less thickly, by scattered scrub, birch and willow.

Proceeding further towards the mountains, as the elevation increases, the slopes are clad with thickets of black or scrub pine, (*Pinus Murrayana*), throughout which are seen the standing skeletons of larger pine; the ground is here littered with windfall. In the hollows, where moisture collects, bunches of white spruce, of small size and scrubby nature, are met with. Along the streams, the poplar and cottonwood (balsam poplar) are now close to the water's edge, and extend but a very short distance up the slopes.

Near to and adjoining the mountains, the lower slopes are covered, almost entirely by scrub pine. Large patches of white spruce are seen in the valleys, extending in some cases, a considerable distance up the slopes. On the upper slopes, and at the top of the higher hills, are the mountain spruce (*Picea Engelmani*), the mountain fir, (*Abies Subalpina*) and, in some instances, the mountain pine (*Pinus Albicaulis*); the last grows on summits above 7,000 feet in altitude. Poplar and cottonwood do not grow in the valleys in this portion of the foothills.

The white pine (*Pinus Flexilis*) is seen in the outer hills, on the crests of the sandstone ridges, lying on either side of the Bow Valley; also on the outer crests along the south branch of Sheep River. It is easily distinguishable from the black or scrub pine by the bunches of five spines found on its branches; the other has only two spines, and the cones are much smaller than those of the white pine, and of a different build. As seen on the sandstone ridges, these trees have a stunted windbeaten appearance.

The mountain pine is distinguishable from the black or scrub species by its bark which is of a whitish colour, also by the elevation at which it grows; both have bunches of two spines.

The Douglas fir (*Pseudotsuga Douglasii*) was seen growing in clumps and bunches in the Bow Valley, extending eastward from the gap, some ten miles or so; scattering trees were also observed on the slopes contiguous to the Bow Valley, and in the said

valley further east than the distance mentioned. Throughout, they are scrubby in growth and much weather worn, doubtless by the strong winds that blow down the valley during the fall and spring of the year.

In the mountains, the timber in the valleys of the Elbow and Sheep Rivers, up which traverses were carried, is the same as that mentioned for the higher foot-hills, becoming more scrubby and bush like as it approaches timber line. At the head of these streams, small bunches of mountain larch (*Larix Lyallii*) were seen in a few places; a few trees were also noted near the head of Jumpingpound Creek; the largest did not exceed one foot in diameter. Throughout the area, several kinds of scrub willow and mountain alder abound on the heights, and larger willow and a species of alder closely resembling the eastern black alder were noticed along some of the smaller streams.

I am indebted to Professor Macoun for the scientific names of the above mentioned species, and for other information given here.

Taken as a whole, the timber is small and not suited for extensive lumbering operations. The only bodies of timber of any great extent were observed on the Elbow River, close to the junction of the Fisher branch, extending a short distance up that stream and a few miles down the Elbow on the south side. The timber here is chiefly composed of black pine and white spruce and will reach to 2 or 2½ feet in diameter. Also on the south branch of Sheep River, near the mountains, a large body of timber exists, where Mr. John Lineham of High River has been carrying on lumbering operations for some years; and is still doing so.

Several valleys densely timbered with pine and spruce, lie between the Jumpingpound Creek and Elbow River, near the mountain; the majority of the timber, however, is small and scrubby.

By far the largest area in the tract described is covered with brulé, showing either bare slopes, with the whitened remains of the old forests standing or lying on the ground, or else the nakedness of the old timber is partially covered by thickets of scrub pine that have sprung up to hide the old bones; nature's method of rehabilitating herself.

It may be mentioned as a noticeable fact, that where the timber has again sprung up on the slopes desolated by fire, only scrub pine is seen. No young spruce are found growing among the pine, or in any other place than around and in the existing patches of spruce, except perhaps, a very few isolated or comparatively isolated trees.

Judging by the standing or fallen timber seen in the brulé, the forests, when green, contained trees of a fair size; and the growth must have been sufficiently dense to retain the moisture on the slopes for a period extending well into the summer, if indeed, it did not last throughout the year. The effect must undoubtedly, have been a more evenly distributed flow in the streams, and a less violent run-off in the early spring.

What bearing this may have had on what are now referred to as the "wet periods," when the ponds and coulees out on the plains were full of water the year through, is a matter for discussion: that it had some connection seems highly probable.

Bush fires occur, and cause desolation with much greater rapidity than the tracts denuded can be covered by a new growth. This new growth will in time act as an efficient means to conserve moisture. It is therefore of vital interest that the remaining timber, and the new growth, on the watershed should be preserved; not only to assist in retaining the moisture at present precipitated, but as a medium for increasing the amount of precipitation on the watershed.

At the present time, bush and prairie fires are, I understand, looked after by the North-West Mounted Police; and sundry penalties for starting the same are enforced, upon conviction, under the North-West Territories Act. This seems very much like locking the door when the horse has gone. What is undoubtedly wanted is a system of guardianship. The foot-hills country is not unlike a country in England, in the following respect: there are so many main travelled roads, or pack trails, and so many by-ways and lanes, or less travelled and more difficult trails.

Prospecting, hunting, and surveying parties, and bodies of Indians going into or passing through the country can only travel by the trails referred to. The main trails are, of course, most travelled, and all others are offshoots from these.

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If, in a system of fire guardianship, the guardians were placed as residents at suitable points along these main trails, with authority to inquire into the business of parties travelling along them, to register the names and residence of such parties, and to warn them to exercise caution in lighting and extinguishing fires built for camping purposes ; at the same time stating the penalties under the law for starting bush fires, it seems that a distinct check would be placed upon the frequent occurrence of these disasters, and a means provided to bring the origin home to the parties responsible therefor.

Over natural causes, such as fires started by lightning, there can be no control ; but it has been rumoured that there are other causes : parties requiring dry timber for market purposes, prospectors wishing to examine rock outcrops, ranchers who have none too much pasture land and, chief of all, carelessness in lighting and extinguishing camp fires when high winds are in season. One fact is paramount : to control the ravages of bush fires in the mountain and foot-hill districts, action must be taken before, not after the fires have started. Once give a fire a good start with a strong wind blowing, and unless checked by a natural barrier, such as a river or lake, no power outside of a providential rain or snow storm can extinguish it. As an instance of carelessness, I may mention, that a short time ago travelling over a trail now used only by prospectors I saw the remains of a recent camp fire that had been lighted at the root of a partly dry spruce tree. The fire had burned into the heart of the tree, and had there not been an exceptionally heavy rainfall during the early summer, would have remained in readiness to be fanned into active life by the first wind coming down the valley. Supposing such a fire to have occurred, these men, if duly registered and their business and the route by which they were travelling known, could have been located, and the penalty due to their carelessness administered as a warning to others.

The following letter received from you was duly read to all members of Division B :

“ CALGARY, 8th June, 1897.

“ A. O. WHEELER, Esq., D. L. S.,
“ Division B, Irrigation Surveys,
“ Calgary, Alberta.

“ SIR,—As the season for forest and prairie fires is approaching, I have to instruct “ you to point out to the members of your party the importance of taking every precaution “ to prevent fires being started ; and also to inform them that each one will be held “ responsible for any fire which may be started by him through carelessness, and that “ steps will be taken to have him fined as provided by law.

“ I am, Sir,

“ Your obedient servant,

“ J. S. DENNIS,
“ *Chief Inspector.*”

With the hope that the importance of the matter will warrant the few remarks made above.

I have the honour to be, Sir,

Your obedient servant,

ARTHUR O. WHEELER.

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Plan showing triangulation of a portion of the Foothills Region (sheet B).

Map showing the portion of the Territories requiring irrigation.

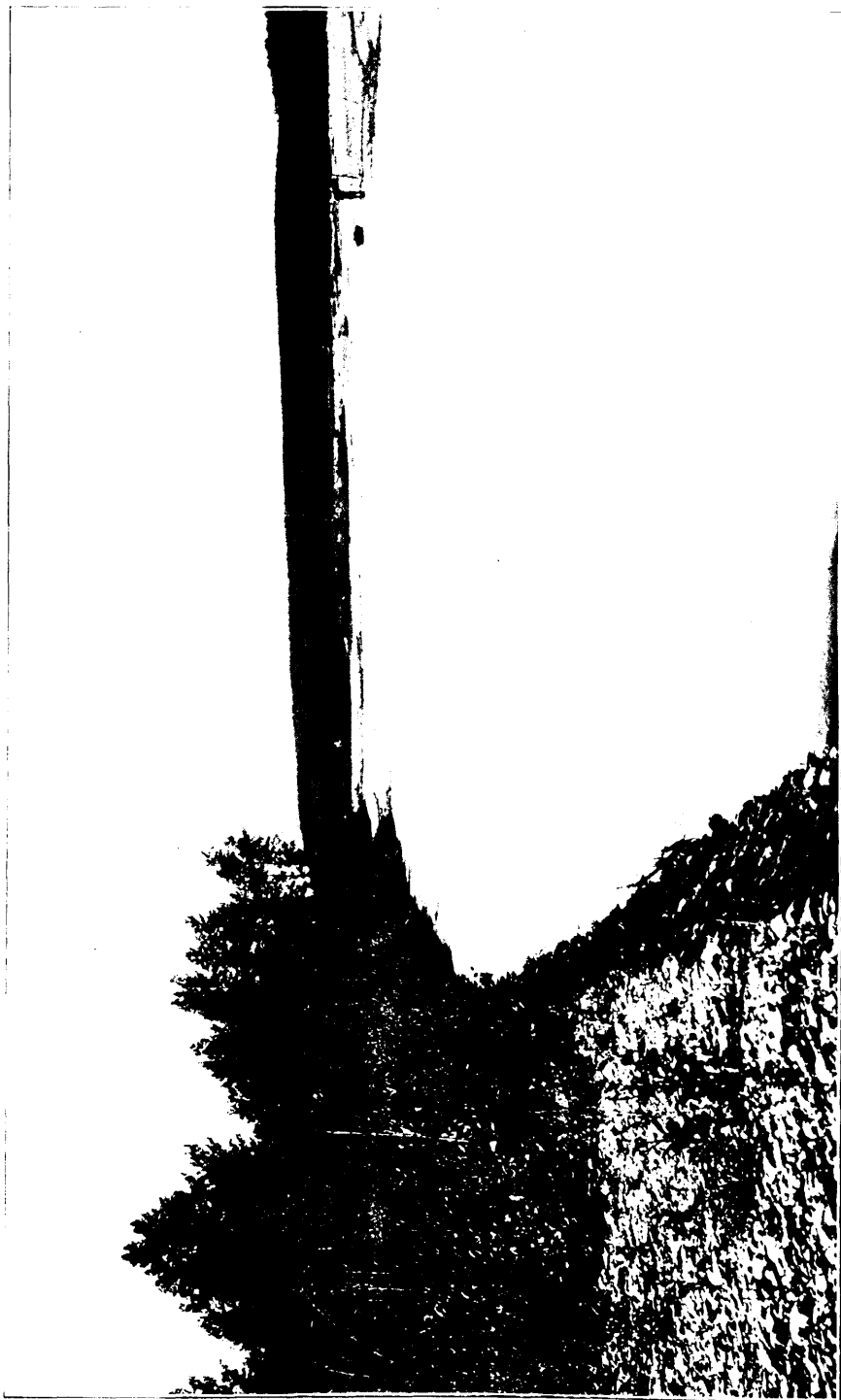
Sketch plan showing proposed location of canal to divert water from White Mud River to Swift Current Creek.

Outline plan showing preliminary levels of proposed diversion of water from South Saskatchewan River to Regina and Moosejaw Districts.

Plan showing preliminary location of the Red Deer Irrigation Canal.

Plan showing preliminary location of main distributaries from Bow River Canal.

N. B.—The maps and sketches referred to above will be found in the paper pocket accompanying this report



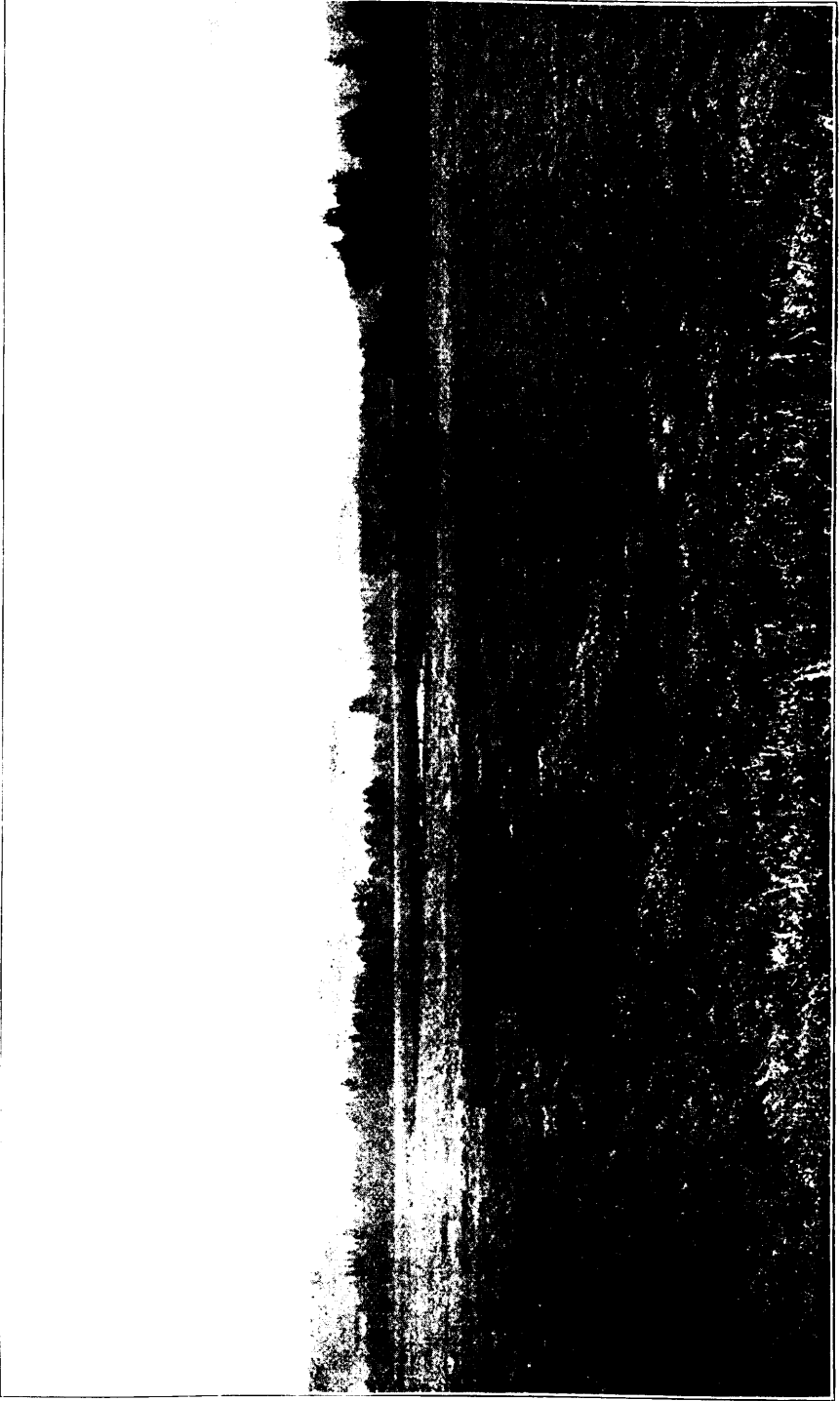
CROSS-SECTIONING RED DEER RIVER AT POINT OF INTAKE.



VALLEY OF LITTLE RED DEER RIVER ON LINE OF CANAL.



PLATE D.



VALLEY OF LITTLE RED DEER RIVER.

PLATE I.



ELBOW RIVER. EXIT FROM MOUNTAINS (LOOKING NORTH).

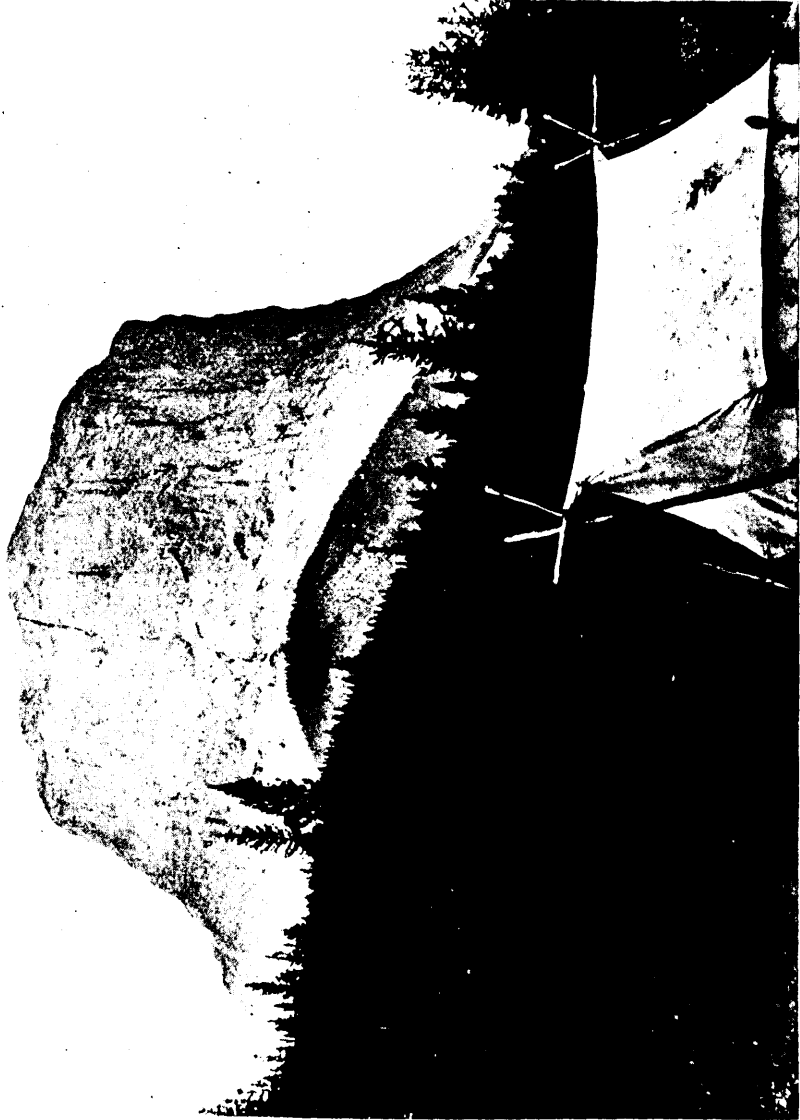


ELBOW RIVER—EXIT FROM MOUNTAINS (LOOKING SOUTH.)



SOUTH BRANCH SHEEP RIVER - EXIT FROM MOUNTAINS.

PLATE IV.



CLIFF ROCK (SOUTH BRANCH SHEEP RIVER.)

PLATE V.



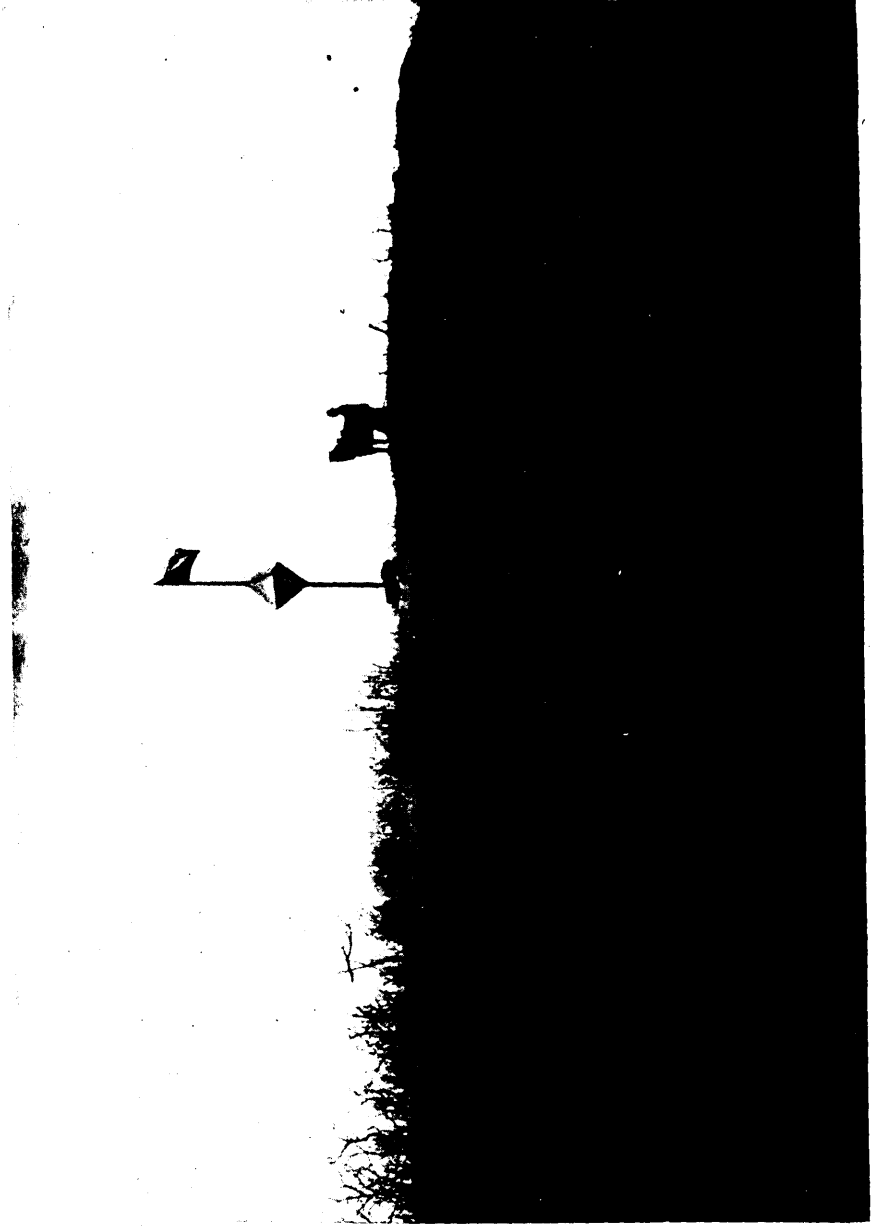
MOUNT RAE (FROM HEAD OF SHEEP RIVER.)

PLATE VI.

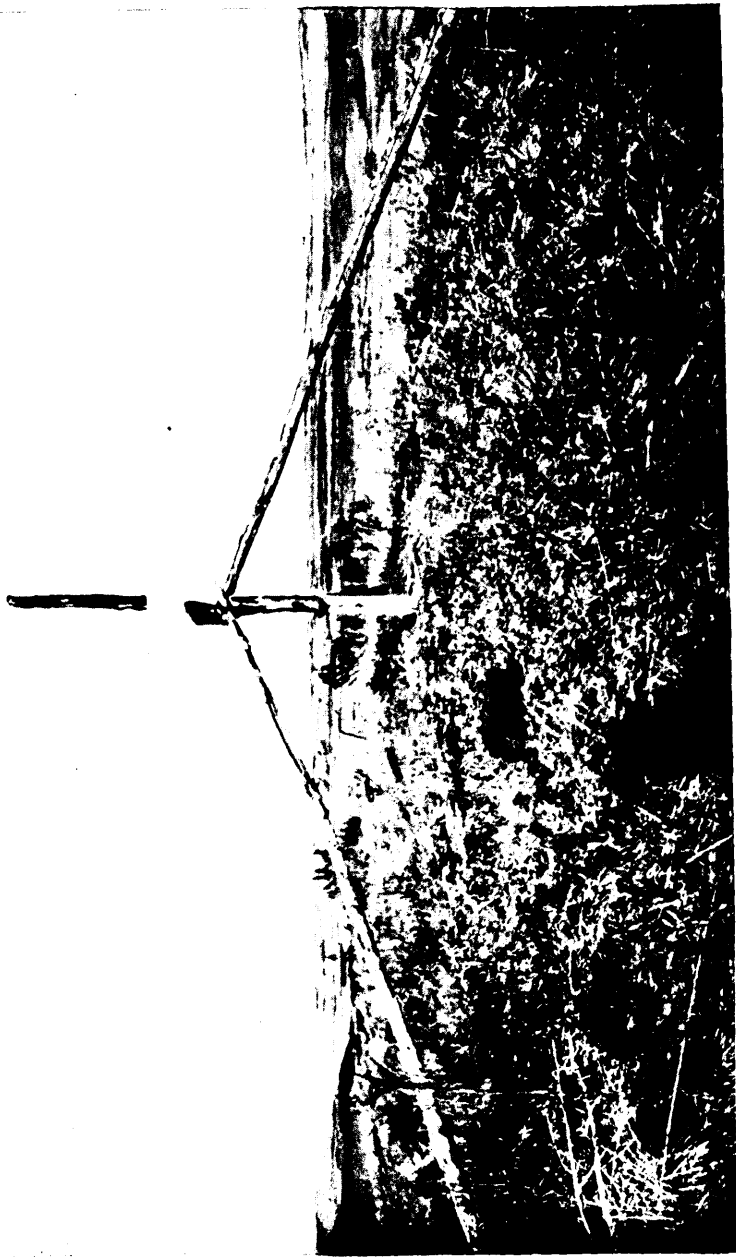


ENTRANCE TO BOW PASS.

PLATE VII.



SIGNAL AT PRIMARY TRIANGULATION STATION.



SIGNAL AT CAMERA STATION.

Department of the Interior.

PART IV.

IMMIGRATION.

Department of the Interior.

IMMIGRATION.

PREFATORY REPORT OF THE SUPERINTENDENT OF IMMIGRATION, OTTAWA.

DEPARTMENT OF THE INTERIOR,
OTTAWA, 5th January, 1898.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to lay before you, collated for publication in Part IV of the Departmental Blue-book for 1897, the reports of the various agencies abroad and at home, connected with the immigration service of the Dominion.

I am able to testify, from my own brief experience—having entered on my duties on the 1st September only—and from what I find in the records, that the work at headquarters has been very heavy throughout the past year in consequence of the new life which has been put into the service everywhere since its reorganization.

An enormous increase, for example, is shown in our correspondence—no less than 15,462 attachments having been made to the files of this branch in the calendar year, as against 7,817 in the fourteen months covered by the last issue of the Blue-book. Great numbers of inquiries have been received from intending immigrants and others interested in our country, and these, in whatever language or from whatever part of the globe they have come, have been promptly and fully replied to, and followed up whenever possible by the personal work of our agents.

The following immigration literature has been published at headquarters during the year:—

	Pages.	No. of Copies.
Official Handbook of Information.....	115	15,000
Western Canada (a section of Handbook).....	47	65,000
British Columbia do do	22	5,000
Hints to Settlers.....	30	5,000
German Pamphlet (Drenge).....	60	10,000
Swedish Pamphlet (Canada)	74	5,000
French Pamphlet (A. Bodard).....	18	20,000
Gold do (for distribution in the U. S.)....	4	20,000
Gold do (do Gt. Britain)....	4	25,000
French Pamphlet (Rev. Father Morin).....	17	5,000
Mining resources of Canada.....	12	5,000
Swedish Folder.....		50,000
Manitoba Folder.....		20,000
Posters or hangers (small).....		25,000
do (large).....		5,000
Swedish pamphlet (Swanson's).....	31	15,000

OTHER PAMPHLETS DISTRIBUTED.

Danish folder (Meyer).....	5,000
German pamphlet (Lemcke).....	300
Edmonton (Cowie).....	2,000
A few Facts (Western Immigration Board).....	10,000

Geography of Manitoba (McKellar).....	400
British Columbia (C. P. R.).....	1,000
British Columbia (B. C. Govt.).....	500
Scandinavian and German folders from C.P.R., about.....	2,000
Canada (Danish pamphlet by Meyer).....	10,200

NEWSPAPERS.

Nor'-West Farmer.....	5,000
Toronto Globe (Jubilee number).....	12,900
Canada (Swedish), monthly.....	800
Danebrog, Danish, per month.....	2,000
Der Kanadische Kolonist (German), monthly.....	1,000
Toronto Globe (Christmas number).....	10,000
Winnipeg Tribune.....	3,300
Winnipeg Commercial.....	5,000
270 cases of literature shipped to Immigration Agents, containing pamphlets, etc.....	271,632

A good many Scandinavians and other immigrants have found their way into this immediate neighbourhood during the year, but our interpreter, Mr. Akerlindh, has had no difficulty in placing all who were willing to work in some employment, for the most part with the neighbouring farmers.

During the absence of Mr. Swanson, in Europe, Mr. Akerlindh was detailed to conduct a party of Scandinavian delegates from the Eastern States to the North-West and discharged this duty very satisfactorily. There were seven delegates in the party, and all were so well satisfied with the country that they decided not to use their return passes, but to take up land immediately, and send for their families and friends.

I think it well to append hereto a memorandum which has been prepared for me by Mr. Boardman, on the subject of juvenile immigration.

I am, Sir, your obedient servant,

FRANK PEDLEY,
Superintendent of Immigration.

Department of the Interior.

APPENDIX

MEMORANDUM ON JUVENILE IMMIGRATION.

(By W. F. BOARDMAN, SUPERVISOR.)

The question of juvenile immigration first came into distinct public notice by an announcement in the annual report of the Department of Agriculture for the year 1868, when the Quebec Immigration Agent particularly drew attention to the fact that the sum of \$500 had been granted by the Dominion Government to promote the enterprise of Miss Rye in bringing over young girls and that he had presented the same to her in due course.

From this time forward the system of bringing out children who had been collected from refuges, retreats, homes and workhouses increased steadily and the whole scheme was looked upon very favourably by all those connected with it, as the results were undeniably good and from the point of view of economy to the Department it was undoubtedly the least expensive of all the methods of inducing immigration, the amount given by the Government being of merely nominal character and almost the whole of the expense of bringing them into the country, and of maintaining them until they were placed in suitable homes, being defrayed by grants from the boards of guardians in the case of children from workhouses and by private subscriptions and donations in respect to the children gathered together by philanthropic societies.

In the year 1874, Mr. Andrew Doyle made an official visit to Canada, during the summer, to inquire into the condition of the pauper children from time to time brought to Canada, and under date of the 1st December, 1874, he presented a report to the president of the British Local Government Board, which in substance charged those in control of the undertaking with failing in the responsibility which they had undertaken with regard to the workhouse children, in that they had not maintained the care and supervision over them which they had promised. He stated that the children were placed in unsuitable situations and required to perform work for which they were wholly unfitted. This state of things in many cases, he further alleged, led to hardship and positive cruelty. In fact the whole tenor of this report was to the effect that the children were not properly protected either from evil surroundings or excessive and unreasonable hardships.

The Committee of the House of Commons on Immigration and Colonization during the Session of 1875, took this report into consideration and examined at great length Mr. Lowe, Deputy Minister of Agriculture, Miss Macpherson, Miss Bilborough, Miss Barber and Miss Rye, as being persons practically interested in the immigration of children. A considerable quantity of other evidence was also adduced, and the statements and explanations made by them were strongly supported by the testimony of the Hon. Senator Flint, the Hon. Mr. Vail, the Hon. Malcolm Cameron and Messrs. Gordon, White, Trow, Stephenson, Pettes, Thomson, Young, Norris, Haughton, Plum and Jones, Members of the House of Commons residing in the vicinity of the several homes, who testified, from their personal knowledge, to the value of the work. The Hon. Mr. Justice Dunkin, P.C., formerly Minister of Agriculture, appeared before the Committee and spoke favourably of the great care taken of the children at the Knowlton Home, rebutting several of the more important statements of Mr. Doyle. The Lord Bishop of Toronto, the Bishop elect of Niagara and the Rev. Dr. McMurray also gave favourable evidence as to the management and the results of the enterprise. The Committee, in reporting to the House of Commons, stated that they were of opinion that in so far as the public of Canada was concerned, the information which had been gathered would be sufficient to establish that the work which had been done was on the whole of a satisfactory character and that it resulted with very little exception in per-

manent advantage to the children who were brought out and to the country which received them. During the same summer an inspection of the children who had been brought out to this country by Miss Rye and Miss Macpherson was ordered for the purpose of ascertaining their actual condition. This inspection was not found to be a necessary part of the duty of the Minister of Agriculture, but was undertaken to set at rest some questions raised by Mr. Doyle's report and to establish the correctness of the favourable views of the Committee and those entertained by the Department. The condition of the children was found with very slight exceptions to be satisfactory. The Standing Committee on Immigration in the ensuing Session of 1876, again took up the question of juvenile immigration in regard to children, who, (having no friends and being homeless) had been gathered into training homes and subsequently brought to this country. In the opinion of the Committee there appeared to be no reasonable doubt, it having been demonstrated by sufficient experience, that immigrant children of this class, if suitably selected and properly placed, very soon became a valuable and permanent part of the population of the country. The Committee considered that the encouragement of this class of immigration was worthy of the serious consideration of the Government.

During the Session of 1877, the Standing Committee on Immigration recurred to the question of juvenile immigration and Mr. J. A. Donaldson, Immigration Agent at Toronto, stated that he had visited different places in his district where children were placed out and with a few exceptions had found them all comfortably settled; he looked upon the system as being a great blessing to the children. He was very particular in his inquiries and in cases where it was necessary to have an investigation, it was prosecuted and it was found that on the whole the children were cared for and well placed. He considered that immigrants of this class were desirable.

The result on the public mind of Mr. Doyle's report was to draw considerable attention and raise discussion in the press of the United Kingdom, and is thus alluded to in the report by Mr. E. Jenkins, M. P., Canadian Agent General in England, in his annual report of the proceedings of the year 1875:

"It was clear that Mr. Doyle had visited Canada wearing the spectacles of a poor-law commissioner, and that he had expected to find children who had been snatched from English gutters, living in the comparative luxury of poor-houses organized and modelled in accordance with the latest improvements in philanthropic government. Mr. Doyle appears to have expected to find the children at Miss Rye's, Miss Macpherson's and other homes, or put out in the country, provided with lavatories equipped with the latest conveniences of modern sanitary reform and pocket-handkerchiefs which would wipe their eyes and noses without unnecessary abrasion. It is satisfactory, however, to state that his report was immediately discounted by the British press and the general feeling of the community was that upon the face of it, to say the least, it exhibited upon Mr. Doyle's part great extravagance of expectation.

"Mr. Doyle having written to the *Times* an improper letter which appeared to commit the Local Government Board to a support of his statements, I deemed it to be my duty to take advantage of my position in the House of Commons, to put a question to the President of the Board, which led to an immediate disclaimer. The Committee in the Canadian House of Parliament and Miss Rye's letters, together with communications from other persons, reassured public opinion, and I believe that although the immigration through Boards of Guardians may receive a check, the philanthropic societies will still continue to carry out a successful deportation of children."

The above expectations by Mr. Jenkins proved to be correct, and the prejudices against Canada, as a field for the immigration of young children, appeared to be in time completely appeased. The numbers showed a distinct increase, new societies took part in the movement, and the reports of the various Dominion Immigration Agents, throughout the country, were on the whole of a satisfactory character. Not a year passed without some agent stating, in the course of the annual report, his complete satisfaction with the movement.

During the Session of 1888, Dr. Ferguson, member for Welland, called the attention of the Standing Committee on Immigration, to the undesirable character of the child.

Department of the Interior.

immigration, and stated that some of these children who had come under his observation, brought with them communicable diseases, incident to the life from which they had been taken.

On the other hand, Lt. General Laurie, M.P., Mr. Trow, M.P., Mr. Fisher, M.P., Mr. McNeil, M.P., Dr. Roope, M.P., Dr. Sproule, M.P., Mr. Cochrane, M.P., members of the Standing Committee, stated that considerable numbers of these children had been placed in their respective localities, and generally speaking, had done well, and were much sought after by farmers and others.

Mr. Lowe, Deputy Minister of Agriculture, stated that as a general result of the inspection of the children, as to their well-being and success, it had been ascertained that from 5 to 7 per cent of the whole had been found unsuitable, while the remaining large numbers had done very well indeed, and had given great satisfaction, as stated by some of the Members of Parliament who had spoken. It had also unfortunately happened with respect to this residue of 5 to 7 per cent, that it was in regard to them that complaint had been made and the whole immigration of the class had been unjustly judged by that exception. It was a question of percentage, and he was satisfied, from a careful inquiry into the subject, extending over a number of years, that there was a small percentage of the unsuitable, and the question was, should the whole be condemned for this percentage?

The Committee, while desirous of promoting the influx of healthy and industrious immigrants for the well-being of the country and the development of its resources, were of opinion that the greatest care should be taken to prevent the importation of immigrants, either children or adults, who would be likely to become a charge on Canadian charitable institutions or become sources of disease. With this object in view they recommended that a strict medical inspection and certificate of healthiness be exhibited before the children under discussion were allowed to land in Canada. This recommendation of the committee has been strictly enforced, no children being allowed to land without the production of proper medical certificates, and in the few cases where such certificates have not been in their possession on arrival at the port of debarkation, medical examination has been ordered by the immigration officials there stationed.

It has been discovered that notwithstanding the strict scrutiny to which the children are thus subjected, a few isolated cases have occurred in which unsuitable children have been allowed to land, but it is confidently believed that every such case has been subsequently traced, and the child returned to England at the expense of the individuals who brought it into this country.

During the last ten years, that is to say from 1887 to the present date, nearly 20,000 children have been brought into this country by the various philanthropic societies, and one of the strongest points in the favour of this class of immigration is the remarkable absence of crime amongst these young colonists, as may be realized by reading the following figures: The average of convictions of all kinds, from the year 1887 to the present date, has varied from 714 to 812 of the total general population, and as 25 per cent of the population is under 10 years of age, a period practically destitute of criminal convictions, whilst the immigrant children on their arrival average 12 years, it is evident that it would only be reasonable to expect that the number of convictions from amongst their ranks would be at least one per cent per annum of their total numbers. The result of this would be that merely in regard to the children brought to this country during the past ten years, making a due deduction for deaths occurring during that period, the past year should have shown a record of at least 180 criminal convictions.

In the year 1892 the ratio of conviction amounted, generally speaking, to 714. The records kept by the Barnardo Homes show that there were in that year on the books the names of 5,294 children, and only six convictions were known to have occurred amongst them, giving a ratio of 112, but making allowance on account of age, which has been before mentioned, the criminals belonging to the class known as "Barnardo boys" were only one-ninth of what might have been reasonably expected. Inquiry into the working of the Quarrier Home at Brockville resulted in the statement being formulated that from and inclusive of the years 1887 to 1893, records of only 11 criminal convictions could be found, instead of 208, which might have been expected,

or, in other words, the crime amongst the boys brought out by Mr. Quarrier only amounted to one-twentieth of that amongst the general population.

The preceding historical facts form sufficient grounds for asserting that the bringing out of children by philanthropic societies, under judicious control, is a feature of immigration which should be carefully fostered by the Dominion.

Department of the Interior, Ottawa,

(Immigration Branch), 5th January, 1898.

Department of the Interior.

REPORTS OF THE HIGH COMMISSIONER AND EUROPEAN AGENTS.

No. 1.

REPORT OF THE RIGHT HONOURABLE LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., HIGH COMMISSIONER FOR CANADA.

17 VICTORIA STREET,
LONDON, S.W., 15th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit the reports of the agents in your Department in the United Kingdom on emigration matters, for the year just ended.

AGENTS AND THEIR DISTRICTS.

The reports include those of Mr. Jury and Mr. Mitchell, the former the agent for the North of England, with headquarters at Liverpool, and the latter the assistant Government agent in charge of the Liverpool office; the report of Mr. W. L. Griffith, the agent in Wales; the report of Mr. H. M. Murray, the principal agent in Scotland; and the reports of Mr. W. J. Stuart, of Elgin, Mr. Peter Fleming, of Dundee, Mr. Thos. Duncan, of Carnoustie, Forfarshire, and Mr. John Grant, of Parkhurst, Dumfries. The reports of the Irish agents, Mr. Edward O'Kelly, of Londonderry, and Mr. John Webster, of Dublin, are also forwarded. The report of Mr. Devlin, that gentleman informs me, has been handed to you personally during his absence on leave in Canada. You will also find appended the report of Mr. Bodard, the agent in France.

It will be seen that at the present time your Department has five agents in Scotland, two in England, one in Wales and three in Ireland. The emigration work in the southern and western parts of the United Kingdom is looked after by my own department, and in accordance with your wishes I generally supervise the work of the different agents.

During the year the services of Mr. John Dyke of Liverpool, Mr. Thomas Grahame of Glasgow, Mr. E. J. Wood of Birmingham and Mr. John W. Down of Bristol were, under your instructions, dispensed with.

The increase in the number of agents in Scotland and in Ireland, and the fact that many of the gentlemen were new to the work, has led to a considerably increased correspondence in my office, a work which has, however, been cheerfully undertaken, with the object of encouraging and stimulating the work of the agents, and of increasing the stream of desirable emigration from the United Kingdom and the Continent to the different provinces of the Dominion.

During the past year there were no funds available for advertising the advantages of Canada to any considerable extent. Advantage was, however, taken to make known to the public, through the press, the appointment of the different agents, and their willingness to supply information about the Dominion, and to assist intending emigrants in every way in their power. This led to considerable correspondence, as I am informed, in every case; and the agents have also devoted much time, generally speaking, to

delivering lectures, to visiting agricultural shows, fairs and markets, and to coming in contact with the agricultural community on every possible occasion.

They have also taken the opportunity, in the course of their travels, of stimulating the activity of the agents of the steamship companies, and of encouraging the schoolmasters in the useful work in which they are now largely engaged of making the rising generation better acquainted than was formerly the case with the history, geography and resources of the Colonies—among which Canada occupies the chief place.

BOARD OF TRADE RETURNS—INCREASE IN EMIGRATION.

Notwithstanding the falling off in the number of foreigners travelling to Canada by way of the United Kingdom, the Board of Trade returns show a general increase in the emigration to the Dominion. They are not, however, entirely satisfactory from a statistical standpoint. This is owing to the fact that all steerage passengers leaving the United Kingdom for American ports are included in the returns as emigrants to the United States, although many of them may be proceeding to different parts of Canada. Of course, on the other hand, all the persons proceeding to Canadian ports are credited to the Dominion, although the destination of some of them may be the United States. During the present year the American returns will probably show an increase, in the spring months, at the expense of Canada, as the Allan and Dominion steamers will most probably land the majority of their Canadian passengers at Portland.

CONTINENTAL EMIGRATION.

The falling off in the continental passengers proceeding to Canada by way of British ports is explained by the agreement between the English and the continental Steamship Companies, by which the former are limited to a small percentage of the continental traffic, in consideration of Scandinavia remaining neutral ground, and of the latter refraining from interfering in the steerage business from the United Kingdom. You will be aware, however, that the number of emigrants proceeding direct from the Continent to Canada during the last year shows a very large increase, the people generally coming from Galicia, and settling in the different parts of Manitoba and the North-West Territories. Although some of them were not as well equipped as they might be with capital and clothing, it is satisfactory to know that as a rule they are doing well, and promise to become in course of time valuable settlers on the prairie lands of the Dominion.

CROW'S NEST PASS RAILWAY.

During the year, under your directions, I called the attention of the agricultural community to the employment that was offered to them, on certain conditions, on the Crow's Nest Pass Railway, which is now in course of construction. A considerable number of applications were received, but most of our correspondents in all parts of the United Kingdom were unable to pay their passages to Montreal. Some two or three hundred, however, went out, and not only paid their own way but were often possessed of a not inconsiderable sum of money besides. They were all obliged to fill up certain forms, in which were explained, the conditions under which the employment was offered, and to give particulars of themselves and their experience, so that, as far as possible, every precaution was taken to ensure that none but the proper classes of people went out. As a rule they appear to be doing well. There have been some complaints, particularly in regard to men from Wales, and a few from England. The disaffection probably arose because the men expected too much. Some of them may also have suffered from home-sickness. But there is every reason to believe that in the course of a short time their difficulties will be removed, and that in the end the emigration to the Crow's Nest Pass Railway will lead to the settlement on the land of a number of desirable people from the United Kingdom, who, let us hope, will later on be followed by others of the agricultural classes.

Department of the Interior.

FUTURE PROSPECTS OF EMIGRATION.

With the better state of affairs in Canada and with the prospect of a rapid increase in trade, there is, in my judgment, if circumstances remain favourable and there are good harvests for two or three years, likely to be a considerable increase in emigration to Canada, both from the United Kingdom and from the Continent. Great attention has been attracted to Canada during the last year. The visit of the Premier to London in connection with the celebration of the sixty years of Her Majesty's reign and the position accorded to him brought Canada into much prominence, and Sir Wilfrid Laurier took advantage of every occasion that offered, both in the press and at the numerous public meetings he attended, of pointing out the resources of Canada, and the great advantages the country offered to capitalists and to settlers of the right classes. The same thing may be said of the Hon. W. S. Fielding, the Minister of Finance, and the Hon. Dr. Borden, the Minister of Militia and Defence. No doubt also the presence of many prominent Canadians in England during the year had an excellent effect in causing Canada to be more talked about than usual, and has served to remove many of the misapprehensions that have prevailed for so many years regarding the country.

MINERAL DEVELOPMENT AND ITS EFFECTS.

Then, again, the mineral developments in the Yukon district, in British Columbia, and in Ontario have led to a great demand for information about Canada, not only in connection with the mineral resources of the country, but from a general point of view. In anticipation of the public demand for information about the Yukon district, and in view of the reported discoveries in the early part of the year, I prepared a special pamphlet from the information then in my office. When the excitement became more pronounced I was therefore ready to supply the latest reliable information on the subject, and several thousands of pamphlets were distributed in the course of a few weeks to persons who were recommended to apply to this office as the result of communications in the press. I was also able to obtain pamphlets from the Ontario Government and from the Government of British Columbia in regard to those provinces, and these, with a summary of the mining regulations of the different provinces, enabled me to satisfactorily meet the many hundreds of inquiries that have been made in the course of the year for information on these important portions of the resources of the Dominion. The pamphlet issued by your Department containing the report of Mr. William Ogilvie and information from other sources on the Yukon district was in much demand. The information in the office and the maps of the district which we possessed, and which were obtained from Canada through the assistance of your Department, were much consulted by the press, and also by the geographical publishers, who desired to prepare maps of the Yukon district to meet the great demand that existed for publications of that nature.

PREFERENTIAL TRADE AND THE TWO-AND-A-HALF PER CENT LOAN.

There were other circumstances that have tended to bring Canada into prominence during the last year. I refer to the advantages which were given to British trade under the new tariff. This attracted great attention, not only in commercial but in general circles, and although it has not been operative, for reasons beyond the control of the Government, it has formed the subject of much discussion in the press of the United Kingdom. The success of the two-and-a-half per cent loan has also led to the financial condition of the country being much and favourably discussed. And again, excellent reports were coming from Canada all the time, showing the improved condition of the agricultural community, in consequence of the satisfactory harvest and of the enhanced prices that have prevailed for agricultural products. These circumstances, coupled with the largely increasing export trade from Canada to the United Kingdom, have all tended to keep Canada in a prominent position.

CANADA IN THE PRESS OF THE UNITED KINGDOM.

While I wish to acknowledge the greater prominence that has been given to Canada and Canadian affairs in the press, much more may be done in the same direction, and it is to be hoped that before long some arrangements, such as those I ventured to suggest, may be made to ensure more news relating to Canadian affairs and to Canadian progress being published at more frequent intervals in the press of the United Kingdom.

BOARD OF TRADE RETURNS MISLEADING.

The emigration from the United Kingdom is not so large as it is generally supposed to be from the returns that are published. This arises from the fact that the Board of Trade returns include not only *bonâ fide* emigrants, but all passengers who travel in the steerage, although many of these may be returning from visits they have paid to their friends in the United Kingdom and in Europe. Of the emigration that does take place, a certain proportion goes to join friends already settled in various countries. Many of these people are assisted by their friends, and I am sorry to say that the proportion of prepaid passages received by the steamship companies from Canada does not at all compare favourably with those that come from the United States. At the same time, it is generally admitted that the people who go to Canada form the cream of the emigration, by reason of the discrimination that is exercised as far as possible by the Government agents, and of their endeavours to prevent the emigration of unsuitable people, and of those for whom there is no great demand in the Dominion. We try to reach, as far as possible, the capitalists, the tenant farmers and persons with means, willing to engage in agriculture, farm labourers, and domestic servants. The bulk of the people, however, who want to emigrate, are persons of the industrial classes, many of whom might make desirable settlers, but are without the means of paying their own fares to the Dominion. An endeavour is made to keep Canada and its advantages prominently before the classes of people who are needed, and we are now, let us hope, about to obtain some adequate return for the work that has been going on for many years past in this direction.

ADVANTAGES OF ADVERTISING CANADA IN THE PRESS, ETC.

I am glad that you have authorized me to advertise extensively in the United Kingdom during the present winter, and trust this policy will be continued. Attractive advertisements are now appearing in all the leading papers in the United Kingdom, and I regard this as especially important, as little or no money has been spent in this direction for some two or three years past. The result will undoubtedly be a large increase in our inquiries—indeed it is already apparent—and it is scarcely necessary to point out that the dissemination of information, and of maps and pamphlets, among persons who take the trouble to ask for them is much more important than the circulation of a much larger quantity indiscriminately. The value of advertising is shown by the fact that when our advertisements appear our correspondence is very much larger than in ordinary circumstances. Apart from the large correspondence of the office, I may state that the callers average about 1,000 per month, nearly all of them requiring information either about emigration, mining, or trade and commercial matters.

PUBLICITY GIVEN IN POST OFFICES.

Arrangements are being made, with the increased expenditure authorized, to print a new poster for exhibition in all the post offices of the United Kingdom. These number altogether about 23,000, and the value of the advertising we thus receive through the courtesy of the Postmaster General cannot be over-estimated.

PAMPHLETS FOR STEAMSHIP AGENTS.

A considerable number of Government pamphlets are also to be placed at the disposal of the steamship agents in the United Kingdom, and much activity is expected

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during the present year, as the consequence of the extensive advertising which is also being arranged for by the steamship companies.

LECTURES DELIVERED GRATUITOUSLY.

During the past year, considerably over 1,000 lectures were arranged for by the High Commissioner's Office, in addition to those delivered under the auspices of the Government agents. We have a number of sets of lantern slides, which are loaned to persons desiring to deliver lectures on the Dominion. The slides are accompanied by explanatory memoranda, which assist materially in the compilation of lectures. These addresses are generally delivered by persons who have visited Canada, by schoolmasters of evening continuation schools (where young men and women receive instruction after their day's work), and by clergymen, as well as by the technical education committees under the auspices of some of the county councils. I desire to take this opportunity of expressing my appreciation of their work, and of the valuable assistance afforded by these lecturers in making Canada better known and appreciated in the United Kingdom. These lectures will be continued very much on the same lines during the present year, and the slides are in as great demand as ever.

VISIT OF THE BRITISH ASSOCIATION AND BRITISH MEDICAL ASSOCIATION.

The best results from an educational, and from an emigration point of view, may also be expected from the visits to Canada of the British association for the advancement of science, and of the British medical association. The ladies and gentlemen who took part in these gatherings are sure to speak and write of their experiences in, and impressions of, the Dominion, and will be frequently consulted in their various districts by people who contemplate emigration. Many lectures will also probably be delivered during the winter months by members of these associations.

NEW OFFICIAL HANDBOOK.

You will remember that early last year I addressed a lengthy letter to the press throughout the United Kingdom, pointing out the advantages of Canada, and the need of more capital and population. This letter received wide publicity, and much correspondence resulted, which I trust will lead to a considerable and satisfactory emigration. In this connection I must pay a tribute to the excellent new edition of the Official Handbook, which has been prepared under your direction. It is rather too large and too heavy for general dissemination, but its attractive character makes it especially useful for distribution through the public libraries and reading-rooms, workingmen's institutions, and farmers' clubs, in the different parts of the country, where the books will be consulted by large numbers of people. At the same time, it affords admirable matter for the preparation of smaller pamphlets, which can be printed and circulated cheaply, and this is being done. This matter has had my careful attention, in view of your desire that I should arrange for the widest possible distribution in the United Kingdom of printed matter relating to the Dominion, its resources and advantages.

CANADA AT THE AGRICULTURAL SHOWS.

Although a Canadian exhibit at the leading agricultural shows in the United Kingdom has been conspicuous by its absence, during the past year or two, for reasons with which you are acquainted, I am glad to state that the expenditure you have authorized this year will enable us to be again represented on these occasions, and probably to a much greater extent than has hitherto been possible. The matter, however, has not been neglected, as although we have not been exhibiting, arrangements were made with the steamship companies, as well as with our own agents, for the distribution

of pamphlets on these occasions ; and the presence of our agents enabled them to enter into personal communication with persons of the agricultural classes, who are either interested in the country, or desired to obtain some information about it. It is necessary that our samples of products should be kept up to date and be of the best. We are fairly well off in this respect just now, but some grain of the last season is wanted ; and in the summer and autumn, samples of roots and vegetables should be sent over. They always attract the farmers. We also need better collections of minerals for the offices, especially of the more precious metals.

WORK OF THE STEAMSHIP AGENTS.

It may be stated that the steamship agents are now more interested in booking persons to Manitoba, the North-West Territories and British Columbia, than to any other part of the world, and it is to be hoped that the inducements held out to the thousands of steamship agents scattered all over the country will lead to a largely increased emigration. As already explained, the Government agents co-operate with the steamship representatives in every way that is possible, and the most cordial relations exist between them, and while there is every co-operation between the Government offices and the steamship and railway agencies, there is no competition.

CANADA IN THE LIBRARIES, WORKINGMEN'S AND FARMERS' CLUBS, ETC.

It is right I should add that our pamphlets are distributed regularly among the free libraries, reading-rooms, farmers' and workingmen's clubs and institutions, hotels, etc., and that in addition, most of them are supplied with copies of the "Canadian Gazette," and any special matter placed at our disposal for distribution. It would be an exceedingly good advertisement, if arrangements could be made, by which some of the leading Canadian newspapers were forwarded regularly to these libraries and institutions, and I am sure it could not fail to be a profitable investment, not only for the papers, but for the country. This matter, I think, is one which is deserving of consideration.

CANADA IN THE SCHOOLS.

Reference has already been made to the work done by the schoolmasters in the matter of lectures, and in the distribution of information among the people in their neighbourhoods, by whom they are often consulted on emigration. For some years past I have been in more or less regular communication with over two thousand schoolmasters. To many of them large maps of Canada, received through your Department, and the Railway Department, have been supplied, on the understanding that they should be mounted, varnished, and displayed on the walls, conditions which have never been refused. In a considerable number of schools our pamphlets are also used as reading matter, and as aids to the study of history and geography, and in this way I am quite sure that Canada gets mentioned in many homes in which otherwise little or no interest would be displayed in the subject. As the result of our action in the schools, the code issued to Her Majesty's Inspectors now urges them to see that particular attention is paid to the colonies, and their history, trade and commerce, and to the fields they offer for emigration, and for honourable enterprise. Paragraphs are occasionally inserted in the educational papers offering pamphlets and maps for the use of pupils, and slides for lectures, and hundreds of letters reach me when these announcements appear. I have forwarded to you from time to time, letters from schoolmasters expressing their appreciation of the matter supplied to them, and pointing out the additional interest now being taken in the subject, not only in the ordinary schools, but also in the evening schools. Besides, the school-rooms are frequently used for meetings of various kinds, and the prominence that is given to Canada in many of them cannot fail to be of great advantage.

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A CANADIAN PAMPHLET TO GO TO EVERY FARMER IN THE COUNTRY.

With the view of bringing Canada more prominently to the notice of the agricultural classes, I am arranging this winter for the preparation of a special pamphlet, a copy of which will be forwarded through the post to every farmer in the United Kingdom, and to every blacksmith. The expense will not be great, but it will be an excellent advertisement for the Dominion, and will, I hope, show adequate results. Proposals are under consideration also for the employment of an exhibition car and a motor car, to travel through different parts of the country. If they are adopted they will contain samples of produce of various kinds, and supplies of pamphlets, and advantage will be taken for the delivery of special lectures, and for the distribution of printed and up-to-date information to those who may be interested in the subject, in the towns, villages and hamlets through which the cars may pass.

DOMESTIC SERVANTS.

It is to be regretted that our efforts to obtain a larger number of domestic servants for Canada have not been more successful. The fact is, however, that domestic servants are becoming somewhat scarce in the United Kingdom, and there is a general complaint of the difficulties experienced in this direction. There is an increasing tendency for young women to go into shops, into factories, and into other employment which does not necessitate the confinement more or less inseparable from domestic work. Another difficulty, however, arises from the fact that the wages paid here are comparatively high, almost as high as in Canada, except in the more western parts of the Dominion. At the same time, domestic servants rarely have enough to pay for their own passages, and our difficulties are increased by the advantages in the way of passages that are held out by some of the other colonies. Canada in many cases is preferred, owing to the fact that it is nearer the United Kingdom than the Australasian and Cape Colonies, and if some arrangements were practicable by which free or assisted passages could be offered to domestic servants, the emigration of that class to Canada would increase. I have no doubt that the experiment now being tried in this direction will have satisfactory results. The United British Women's Emigration Association is doing important work for Canada. Its offices are at the Imperial Institute, and its secretary, Miss Lefroy, is indefatigable in her endeavours to promote a satisfactory movement, and to ensure that only girls of good character are sent out. The Homes at Montreal and at Winnipeg are very useful in connection with this movement, but, as already stated, it could probably be largely increased if more favourable passage arrangements were made, and if ladies' committees were formed in the different centres, for the reception and placing of desirable immigrants of this class.

EMIGRATION OF CHILDREN.

The emigration of children during the past year, while not so great as on some previous occasions, has been of a most satisfactory character. The new regulations issued by your Department, are now in good working order, and every care is taken to see that none but healthy children are sent out, and that they are accompanied by proper medical certificates. Of course, undesirable cases occasionally slip through, but as a general rule, the children sent out are likely to grow up into satisfactory and successful settlers. Not only are the Government agents supplied with full particulars of the emigration that is to take place, before embarkation, but the children are also inspected before a ship leaves, both by the Government agents and by the ship's surgeons.

YOUNG MEN DESIRING TO OBTAIN FARM EXPERIENCE.

A very satisfactory emigration during the last few years has been that of young men who go out to Canada with the idea of obtaining farming experience. So much

has not been heard during the last year of the working of the Farm Pupil Associations, which demand premiums for the services they offer. This improved state of affairs has been largely the consequence of the action taken by this office and the Emigrants Information Office in warning people that it is not necessary to pay premiums in order to get employment on farms in Canada. Mr. William Weeks, who was one of the Tenant Farmers' Delegates to Canada in 1893, has since his return, been interesting himself especially in this work. As a consequence he has sent out some hundreds of young men, most of whom have been satisfactorily placed. As nearly all of them will have some capital when they have acquired the necessary experience, they are likely to become successful settlers in Canada, and will no doubt draw other people after them.

EMIGRATION AND THE CLERGY

It is only fitting that a tribute should be paid to the work of the Emigration Committee of the Society for Promoting Christian Knowledge. The Archbishop of Canterbury is the chairman of the committee, and the Rev. John Bridger—well known in Canada—is its organizing secretary. Under the auspices of this committee, almost every steamer during the summer months has on board a chaplain, who looks after the welfare of the emigrants on the way. Not infrequently, the chaplains accompany many of the emigrants to their destinations, and also spend some little time in making themselves acquainted with the country. On their return their interest in emigration work is maintained, and we are under many obligations to these gentlemen for the assistance they render us in encouraging people of the right classes to take up their homes in the Dominion. Mr. Bridger is much consulted by clergymen all over the country who desire advice and assistance from persons in their districts desiring to emigrate.

IMPERIAL INSTITUTE.

What I have stated about the Imperial Institute in former reports applies equally well to its work in the last year. The curator receives a considerable number of applications for information, and many visits from persons desiring to see the specimens of Canadian products displayed in the Canadian Court, to which we give as much prominence as possible. Much more might be done, however, if all the provinces were to be represented at the institute and if the products were kept up to date.

OUTLOOK HOPEFUL.

I think you will agree with me that what has already been stated justifies the statement that the present outlook for emigration to Canada is very hopeful. Both my own office, and the different agencies of the Department in the United Kingdom, are well equipped for the purpose of supplying information about Canada. The offices are also well known throughout the United Kingdom, and by means of the post office bills, and the pamphlets that are distributed extensively, yet judiciously, and by our advertisements and communications to the press, the names and addresses of the Canadian Government Agents are well advertised throughout the length and breadth of the United Kingdom.

WHAT SETTLERS IN CANADA MAY DO.

Of course, with the activity that prevails nowadays, it is impossible to make people take an interest in Canada if they do not desire to do so, but at the same time everything is being done to keep Canada prominently before the public, and slowly but surely the country is becoming better known in the United Kingdom. As the knowledge increases so will our immigration. This can be aided by people in Canada to a much greater extent than they imagine. If settlers in the different provinces who have come from the old country, would only take the trouble to write occasionally to the papers in the dis-

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tricts from which they came, and give their names and addresses, I am sure the recital of their experiences, and of their favourable impressions would do much to help us in our work. As a rule, it is only the discontented people who write, but such letters have been few and far between during the last year. At the same time what we want are favourable letters from others, and it cannot be too often repeated that the best immigration agent is the contented and successful settler. In this connection may I be permitted to express my appreciation of the work that is being done by the Western Canada Immigration Board. It has been a great pleasure to me to get their pamphlet noticed widely in the British press; and I trust that similar associations may be formed in the other provinces of the Dominion.

MARK THE PRODUCE OF THE DOMINION "CANADIAN."

The newspaper files in my office and the newspapers that are taken in the offices of the agents of your Department are frequently consulted, not only by intending settlers, but by journalists and by commercial and professional men. The great expansion in the exports from Canada to Great Britain has also its effect in making Canada better known, and in this connection I believe that the time devoted to commercial work by your agents in Glasgow and Liverpool, as well as in my own office, is sure to bring about good results. The exports of Canada are increasing rapidly, and will continue to increase, and if Canadian produce be marked "Canadian" it will form a standing advertisement and is sure to have its effect in the agricultural community, who must become impressed with the fact that Canada is a large exporter of agricultural and dairy produce, and that therefore the country must be a good one for farmers.

CONTINENTAL EMIGRATION.

During the year increased attention will be paid to making Canada better known on the Continent, but our efforts in this respect must be governed by a due regard to the legislation that is in force in many countries discouraging incitement to emigration. There is nothing, however, to prevent our circulating information about the Dominion, and endeavouring to increase our commercial relations with these countries. In the end this is sure to have its effect. We are somewhat handicapped by the large emigration that went to the United States before the prairie lands of Canada were open for settlement; gradually, however, nuclei of settlers from the various continental countries have been forming themselves in the various parts of the Dominion, and now that the United States are restricting emigration, and that their free land is becoming less and less every year, Canada cannot fail to profit by the increased attention she is receiving both in the United Kingdom and on the Continent.

A WORD TO THE PRESS.

I trust that the press will have the kindness to give as much publicity to this report as may be practicable, as it contains matter of which I think the public in Canada ought to be made aware.

CONCLUSION.

In conclusion, and in order that the public may be aware of the steps that are taken to popularize Canada and to make its advantages better known, I attach to this report (Appendix A) a memorandum containing some extracts from a communication addressed to the Premier some little time ago, and which was, I understand, brought before your notice in due course. The suggestions that were made by which, in my judgment, the movement in the direction of Canada might be increased, are not included in the memorandum. Some of them have been adopted and no doubt others may be

put into operation as soon as the difficulties which stand in the way are removed. I will only repeat that emigration is a business, just as much as any branch of commercial enterprise, and that if we are to succeed in our work our policy must be regular and continuous, and that the necessary expenditure must not be grudged. The money that is spent enables us to attract the attention of intending emigrants, and leads indirectly also to an increased trade in the commodities which Canada is able to export in much larger quantities than is done at present.

I am, Sir, your obedient servant,

STRATHCONA AND MOUNT ROYAL.

APPENDIX A.

You are aware that the Government give no free or assisted passages to emigrants from the United Kingdom.

The efforts of the High Commissioner's Office, and of the agents of the Department of the Interior in the United Kingdom, are directed to the stimulation of inquiries and to the dissemination of information about the different provinces of Canada. No attempt is made to give preference to one province over another. Manitoba and the North-West Territories, and British Columbia, figure somewhat prominently in the advertisements and handbooks, for the reason that only in those parts of the country have the Dominion Government lands at their disposal. In the other provinces, the land is under the control of the local governments. At the same time it may be stated that if an inquiry is made about one province in particular, or about Canada generally, pamphlets are supplied giving information about the whole country. All applications for information about the issue of tickets are referred to the steamship agents, and care is taken not to show any preference for one steamship company over another; but our correspondents may obtain from the Government offices full information as to the cost of reaching the different parts of the Dominion.

Whenever circumstances permit, an endeavour is made to arrange for personal interviews with our correspondents, but naturally owing to the small staff and to the limited number of Government agents, this is frequently not practicable. In all cases of inquiry, however, our official pamphlets are forwarded, and specific questions are specifically answered, as far as possible.

In order to attract attention to Canada, the press is a good deal relied upon. In the autumn and winter seasons the advantages of Canada are advertised, as far as the funds placed at our disposal will permit, in suitable papers in the United Kingdom; and the names of the Government agents, from whom information may be obtained are given.

Paragraphs containing interesting and useful information about Canada are also sent round occasionally to the newspapers, and in that way the country secures a good deal of gratuitous advertising.

By the courtesy of the Postmaster General, a special poster relating to Canada, explaining briefly the advantages offered to emigrants and giving the names of the Government agents, is exhibited every year in all the post offices (23,000) in the United Kingdom.

Copies of the Canadian Gazette are sent weekly to the leading public and free libraries, working men's and other clubs, and institutions, chambers of commerce, &c. Parcels of our pamphlets are distributed in the same way.

We are in communication with about 2,000 schoolmasters in different parts of the country. In many cases they have been supplied with maps of Canada, which are exhibited on the school-room walls. About from 50,000 to 100,000 copies of our pamphlets are in use in elementary schools as reading-books, and they are also taken home by the scholars. It is a matter of common notoriety that the school books in use in the United Kingdom give but a very imperfect idea of the history, geography and resources of the colonies. We have tried to get over the difficulty, so far as Canada is concerned, by supplying the Government pamphlets, but something more is needed. A year or two ago, the Government decided to offer about £50 in prizes for essays on Canada, prepared in the elementary schools in the United Kingdom. Between 200 and 300 essays were sent in. They indicated a good deal of work on the part of the pupils and of the masters, and they were based largely upon the study of the Government pamphlets. We are also in communication with the publishers of school books, with the object of endeavouring to improve the information they contain. What is wanted, however, is a

special book for use in the schools about the different colonies, and I now have this matter under consideration. Such a book would do much towards increasing the prevailing knowledge of Canada in the United Kingdom. The way has been prepared for such a book by the action of the education department, as shown by the following extract from the revised instructions issued to H. M. inspectors, and applicable to the code of 1896.

“It is especially desirable in your examination of the 4th and higher standards that attention should be called to the English Colonies, and their productions and resources, and to those climatic and other conditions which render our distant possessions suitable fields for emigration and for honourable enterprise.”

This instruction, it is believed, was the outcome of the activity of the High Commissioner, in connection with this matter.

Many of the schoolmasters act indirectly for us as emigration agents. They are naturally consulted by people in the neighbourhood, and periodically we ask whether they would like to have pamphlets for local distribution. Such offers are invariably accepted, and many thousands of pamphlets are usefully distributed in that way.

We are also frequently in communication with the clergy in the United Kingdom. Not long ago a pamphlet was prepared specially for distribution among them. It was written by two well-known English clergymen, acquainted with the Dominion, and by a Canadian clergyman. These pamphlets were sent to every clergyman in the United Kingdom, who were also informed that they might communicate with the High Commissioner if, at any time, they required special information, and that letters of introduction to the Government agents in Canada would be supplied to any persons who might be thinking of emigrating from their particular districts.

We make considerable use of a number of sets of lantern slides which are loaned to persons willing to deliver lectures about Canada. This work is done entirely in the autumn and winter season. An announcement in the educational and other papers is always sufficient to bring as many applications for the slides as can be accepted, and the number of our sets of slides is being increased yearly. These lectures as a rule entail no expense to the Government beyond the carriage of the slides to and from London. Pamphlets are supplied for distribution at the lectures, to enable the audiences to follow up at home the information they received at the meetings. The lectures are generally delivered by schoolmasters, by clergymen and others, some of whom we find have personal knowledge of Canada. Much useful work in this direction also has been done by the lecturers of the technical education committees of the county councils, with most of which we have been in communication for some years past.

We have the assistance of the emigration committee of the Society for the Promotion of Christian Knowledge, of which the Archbishop of Canterbury is the president. The Rev. John Bridger, the organizing secretary, lives near Liverpool, and is well known in Canada. The influence of the society extends among all the clergy in England and they send out a chaplain with almost every ship. These gentlemen frequently write accounts of their trips, and deliver lectures on their return.

We also work in close co-operation with the various societies concerned in emigration; every precaution is taken to prevent the emigration of unsuitable and undesirable persons to Canada. The emigration of the inmates of workhouses is not permitted without the sanction of the Imperial authorities, by whom the cases are always submitted to the High Commissioner; and such emigration is never encouraged except in very exceptional cases. The emigration of persons convicted of crime is prevented whenever it can be done; and with regard to children sent out by various institutions, none are allowed to emigrate without complying with the regulations of the Department of the Interior, which include the furnishing to the Government agents of medical certificates in each instance.

We are helped by favourable letters from Canadian settlers in the British press. On the other hand, our work is sometimes retarded for a time by unfavourable letters.

The pamphlets we distribute are the Official Handbook the reports of the Tenant Farmers' Delegates, and other suitable works. Most of these pamphlets have been prepared in the London Office, and some of them are printed in England. Every few years our

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pamphlets are sent to every clergyman, schoolmaster, farmer, farm labourer, blacksmith and wheelwright in the country.

The agents of the Department of the Interior in Great Britain also work very much on the lines mentioned above, and I am in frequent communication with them. They devote some of their time to the encouragement of trade between Canada and the mother country (which serves to advertise the country) as well as to emigration.

Sets of lantern slides are supplied to the different agents, for use by themselves and in other ways.

The Canadian Steamship Companies in their own interest do all they can to stimulate emigration to Canada. They advertise largely, arrange for lectures, and are always encouraging the activity of their agents. They also prepare and distribute large quantities of printed matter about Canada.

In our work we naturally have to rely a good deal upon the agents of the steamship companies, of whom there are several thousands scattered all over the United Kingdom. They are to be found in every village and town.

New Brunswick, Nova Scotia, Ontario and British Columbia, have their own agents, with whom we co-operate in encouraging emigration.

The Emigrants' Information Office (under the supervision of the Colonial Office) disseminates much information about Canada and the other colonies.

The Canadian section of the Imperial Institute does a certain amount of useful work in connection with the encouragement of emigration to Canada. The collections of products—which are under the control of the different provinces—are far from being perfect, but if properly maintained, would be valuable object lessons to persons seeking information about the Dominion.

It must be remembered that our sphere of work is limited. We only encourage the emigration of persons with capital, farmers, farm labourers, and domestic servants.

The emigration of mechanics, general labourers and navvies is not encouraged, unless they are proceeding to situations already found, or to join persons already settled in the country, or have a little capital. The same remark applies to many other classes—included in what are known as the lighter callings.

Capitalists, large or small, do not emigrate to any extent, but our work in that direction must tend to encourage the investment of capital in the Dominion.

Farmers, as a rule, are extremely conservative. They form, at the present time, not a large part of the community. We are continually striving to reach this class, and the impression prevails that we get the larger proportion of those who do emigrate. This applies both to farmers and to farmers' sons.

Unfortunately, however, the tendency is for farmers to hold on to their holdings as long as they have any capital at all, and when they are obliged to give up it frequently happens that they have not enough money to make a start elsewhere, and are obliged to face going out as farm labourers, or they drift into the towns.

It is only right to point out that the number of farmers in the different parts of the United Kingdom is much smaller than is generally supposed. According to the latest census the number of farmers and graziers in England was about 223,600, in Scotland 54,000, in Ireland about 398,000, or a total of 675,600.

It will be readily understood, however, that a large number of these persons, especially in Scotland and Ireland, have very small holdings, and can hardly be classed in the category of farmers with capital. About 200,000 addresses of farmers are given in the directories of the United Kingdom, and we distributed that number of the reports of the Tenant Farmers' Delegates to farmers through the post in 1894. Increased effort must, however, be made to bring the advantages of Canada before the farming class, as they are the people of which the Dominion particularly stands in need. We must try to reach them before the time comes when they are obliged to give up their holdings and to drift into other occupations. It is difficult to get at them by personal visits, on account of the time and expense it would involve, as they are a widely scattered community. We try to reach them by advertisements, by the posting of pamphlets to them periodically, by the delivery of lectures, and by offering to the steamship companies' local agents, an extra bonus for those whom they may book to Manitoba and the west ;

but we must see also if some other means cannot be devised for making Canada better known among them.

The difficulty about farm labourers is that of paying their passages to Canada. If they had enough to pay their own fares and those of their families, they would often consider themselves very well off here. We are, therefore, only able to reach the more enterprising, and a fair proportion of those who emigrate, go to Canada. The number of farm labourers in the United Kingdom, including the sons and relatives of farmers, bailiffs, shepherds, farm servants, etc., is probably about a million and a quarter. Most of them have little if any capital, and would require employment from the time they landed in Canada. While the prospects of this class are, generally speaking, good enough if we can once get them to Canada, it will readily be seen that owing to the supply and demand of such labour in Canada, the encouragement of immigration of this kind must be a matter for discrimination. It would never do to encourage more farm labourers to go out than could be properly absorbed, but of course some scheme might be formulated by which they might be assisted to go upon the land if the necessary funds were forthcoming.

The difficulty we have to combat is the tendency for country people to flock to the towns, not only because the wages are generally higher, but because there is more amusement.

Female domestic servants do not emigrate in large numbers. They have not, as a rule, very much money, and they feel a greater difficulty than young men do in leaving their families, and in going to a new country. The associations connected with the emigration of women are, however, doing good work for Canada in a limited way. They co-operate with similar associations in Canada, but we shall never get a large emigration of this kind until the cost of the passage is made lighter for them, and until there is more supervision over the girls who may go out, both on the voyage, and after their arrival in Canada.

Every county in Eastern Canada—in the maritime provinces, in Quebec, and Ontario—is interested in the emigration question. If the municipal machinery could be put into operation so that local emigration committees could be organized, which would receive and help new settlers and be in constant communication with the Government agents, both in Canada and Great Britain, it could not fail to have excellent results from every point of view. Such committees should encourage settlers to write to their friends and to the papers in the districts in Europe from which they came, in order that their friends and neighbours might know of their progress and experience.

A similar plan is being adopted in regard to Manitoba and the North-West. I trust it may be extended to British Columbia, and that everywhere the scheme will have a fair trial. Everything depends upon the reception of the settlers, and on their early progress, and their experience and views properly disseminated, would do much towards stimulating a satisfactory emigration movement to Canada.

Then again, each county might be asked to prepare a page or two descriptive of the country, and the advantages it offers to settlers. A printed book of this kind in parts would be valuable—with some supplementary general information.

An impression generally prevails that the provinces do not take that active part in the encouragement of emigration that might be expected. Several of them have agencies here, it is true, but perhaps their usefulness could be extended. You might, after consideration, deem it advisable to arrange a conference between the Dominion and Provincial Governments on the subject, which might have very useful results not only so far as regards the work in Europe, but in the matter of an arrangement in Canada for the collection and preparation of information about the provinces, and for the reception and welfare of the immigrants.

Then there is the question of "prepaid" immigration. The Dominion Government might perhaps give some assistance to persons in Canada under proper precautions and safeguards, who desire to send for their friends from Europe. No money could be better spent. At the present time the steamship companies state that 70 per cent of the immigration into the United States consists of prepaids—that is of persons whose passages are paid for directly or indirectly by their friends living in the States. In Canada

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the proportion is about 7 per cent. The smaller banks in the United States are said to grant advances for such purposes, on the security of homesteads or chattels, but no similar plan seems to prevail in Canada, and it seems to be a matter worthy of attention.

So far my report has related purely to emigration from the United Kingdom. We have, however, only a limited field to draw from in this country, as will be understood from my previous remarks. There is a larger field on the Continent, in Scandinavia (that is Norway, Sweden and Denmark), Switzerland and Russia. We have been working on the Continent for some years past in a quiet sort of way, and the results have been of a satisfactory nature, considering the expenditure that has been available for the purpose.

Our work on the Continent is restricted a good deal owing to legislation passed in various countries for the purpose of discouraging emigration.

The emigration to Canada is largely from Germany, Austria, Switzerland, and Scandinavia, but there is a small movement also from France and Belgium.

There is probably nothing in the laws preventing the appointment of Government agents in any of the countries, but any open activity on the part of such officers in the encouragement of emigration would probably lead to difficulties.

We are therefore compelled to rely largely upon the continental agents of the Canadian steamship companies, who are obliged to conduct their emigration work in such a manner as not to bring themselves within the scope of the laws, which, generally speaking, are onerous and severely administered.

We do a little advertising on the Continent where it is permissible, particularly in the Scandinavian Kingdoms.

Pamphlets in the different continental languages are also prepared and distributed in various ways.

The agents of the British and Canadian steamship companies labour under many disadvantages in regard to emigration work; but unfortunately the British lines plying to American ports, and the two German companies, are working rather against us than for us.

This arises from the fact that the railway fares from American ports to Manitoba and the North-West are higher than from Quebec. Consequently the agents cannot compete with the agents of the Canadian lines who can offer lower fares. Therefore a tendency is noticeable on the part of New York line agents not to encourage emigration to Manitoba and the North-West.

It will be seen that our efforts are directed at the present time, first to stimulate as much as possible inquiry about Canada, and second to disseminate information among those inclined to emigrate, or who may be induced to consider the subject through our efforts to draw attention to it.

It is generally admitted that Canada is the least known in the United Kingdom of all the various fields inviting the class of emigrants we want; but we must continue our educational work year by year, as it is only by so doing that we can hope to increase the movement in the direction of the Dominion. This applies to the Continent also *mutatis mutandis*.

If the Government wish to attract immigration on any other lines, it can only be by some system of assisted passages, a proposition which has not hitherto been popular in Canada. Perhaps, however, little objection could be raised to a carefully devised scheme adapted to the assistance of the classes of which Canada admittedly stands in need. But it would require much consideration, extreme care and a good deal of money.

Mr. Chamberlain is believed to attach considerable importance to the promotion of emigration, but it is doubtful whether the Imperial Government will do anything beyond increasing the usefulness of the Emigrants' Information Office. There would, I am afraid, be little hope of inducing them to financially assist emigration to the colonies in the present condition of affairs in the United Kingdom.

APPENDIX B.

MEMORANDUM FROM THE CURATOR OF THE CANADIAN SECTION OF THE IMPERIAL INSTITUTE.

Owing to the excitement aroused by the reports of the mineral wealth of the Yukon, more than the customary number of applications were received during the past year.

Whilst the volume of the usual spring inquiries about farming in Ontario and the North-West was well sustained, during the usually quiet latter part of the year, constant applications came in about British Columbia and the Klondike.

In spite of the warnings of the official pamphlets and the press, very great ignorance still exists concerning the hardships to be encountered in the far north. Numerous persons both physically and financially unsuited, seem to have decided to go to the Yukon next spring, even though advised to the contrary.

There has been a large demand for printed matter relating to British Columbia, and a number of persons have examined the collection of minerals and the maps in that section.

In the earlier part of the year I furnished a number of letters of introduction to the immigration agents in Manitoba and the Territories, and also in a lesser degree in Ontario. The majority of these immigrants have been familiar with country life and in many cases have had some practical knowledge of farming. Several would be able to obtain capital when they had acquired some practical knowledge of Canada and its requirements.

The Manitoba Court has been greatly strengthened, and a number of valuable additions in the shape of preserved fruits, maple sugar and syrup, honey, tobacco and leather were made to the Quebec Court. Some excellent photographs were also added to these courts. Although there is still an absence of exhibits from the Territories, it is understood that a collection will shortly be sent. In the meantime, a very handsome collection of the products of the Experimental Farms has been furnished by the Department of Agriculture through Professor Saunders, and is now located in the Territories Court.

The Government of Nova Scotia, is considering the advisability of improving its collection, and the Premier of New Brunswick is placing the question of the transmission of exhibits before his colleagues.

The series of four public lectures upon Canada arranged for by me, with the authorization of the High Commissioner; and delivered in January and February, attracted good audiences. The subjects were:—

1. Canada and its agricultural importance to the Empire—Mr. Ernest J. Wood.
2. Ontario; its history, agriculture and varied resources—Mr. Peter Byrne.
3. Farming and ranching in the Great North-West—Mr. Sydney E. P. Coryn.
4. British Columbia; its natural resources, progress and enterprises—Mr. Edward Odium.

These were attended by 1,519 persons, giving an average of 380. The largest audience was attracted by the British Columbia lecture, viz., 504.

Owing to the success of the experiment, most of the ordinary lectures of the present series have also been thrown open to the public, and that delivered by Mr. A. J. McMillan, upon the "Mineral Resources of British Columbia and the Yukon" attracted about 900 persons. Professor Roberts-Austen's address upon "Canada's Metals" was also greatly appreciated.

At the invitation of the secretary, I took part in the course of free lectures upon the British Empire held at the South Place Institute, Finsbury, and read a paper upon the "Province of Quebec."

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At the request of the director of the Crystal Palace, I, with the permission of the High Commissioner and the Institute authorities, undertook the honorary organization of a Canadian section at their Victorian Era exhibition held from May to October.

Unfortunately the authorities in Canada were unable to lend assistance, but thanks to the co-operation of the Canadian Pacific Railway Co., the Massey Harris Co., Strickland & Co. of Lakefield, and Mr. Halford Mills, representing E. W. Henry & Co. of Montreal, an attractive display was made. Fruit, grain, minerals, timber and such articles as were available were contributed from the Canadian Court.

In view of the very large number of applications which are received from Polytechnics, school museums and Institutes for specimens of Canada's products and resources, it is regrettable that my section cannot respond except as regards grains and seeds. Small sets of timber and mineral specimens would be very valuable in spreading a knowledge of the Dominion's resources amongst school children and others.

Pamphlets and maps continue to be distributed in large numbers.

The correspondence of the office was the largest yet received, and is steadily growing.

The absence of any special hand-books devoted to Nova Scotia and to New Brunswick is often commented upon, and a small comprehensive pamphlet dealing with British Columbia is greatly needed.

HARRISON WATSON,

Curator of the Canadian Section.

No. 2.

REPORT OF THE CANADIAN GOVERNMENT AGENCY AT LIVERPOOL.

15 WATER STREET, LIVERPOOL, 31st December, 1897.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—In presenting the annual report from this agency it is my duty first to record the retirement of Mr. Dyke at the end of June last, the arrival of Mr. Alfred F. Jury as Canadian Immigration Agent for the North of England with headquarters here, and my own appointment as assistant agent in charge of the Liverpool office.

A full statement of the details of the office work was made in last year's report to your department and it will be unnecessary for me to repeat it; the duties of the past twelve months have been on similar lines and I trust have been performed with unimpaired efficiency.

During the first half of the year inquiry was not as great as usual owing to the absence of newspaper advertising. The importance of this form of attracting the attention of the public cannot be questioned but to obtain the fullest success the business must be pursued in a business-like way. Spasmodic efforts in this as in other directions will result unsatisfactorily, persistency being necessary to attain the object in view. If circumstances will not permit of continuous advertising in a very large number of newspapers, announcements should certainly appear regularly throughout the year in all the great provincial as well as London newspapers. Whatever the position up to June, however, the events connected with the Jubilee celebrations drew an amount of sympathetic attention to Canada which has never been exceeded; following this came the increased interest brought about by the preferential tariff arrangements, the frequent references in the press and elsewhere to the development of the mineral resources of British Columbia and the gold discoveries in Ontario; the satisfactory harvest in Manitoba and the North-West Territories, and higher prices for wheat; all these circumstances have combined to place the Dominion in a stronger position in this country than it has occupied in my experience. Every possible advantage, with the means available, has been taken of the favourable feeling which exists and the last few months instead of being the quieter has been by far the busier period of the year, contrary to the usual experience, and the prospects for next season show very considerable improvement.

The definite offer of employment in connection with the building of the Crow's Nest Pass Railway resulted in the emigration of some very desirable young men, but many hundreds of the applications received were from people of the classes not wanted in the Dominion, persons wishful to get work at various callings not connected with agriculture. The office has been inundated also with inquiries respecting the Yukon district, and needless to say that while all available information has been supplied care has been taken to point out the qualifications necessary for any prospect of success.

The emigration *via* Liverpool to Canada direct has been practically the same in numbers as last year; the saloon passengers increased by 517; the steerage remained nearly stationary in total but the composition was somewhat different, only 4,901 foreigners being included as against 7,202 in 1896, a considerable increase in the British emigration thus being shown. The complete figures were as follows: in 1896 4,429 saloon and 17,109 steerage; in 1897 4,946 saloon and 17,395 steerage. The movement to the United States again shows a large decrease both in saloon and steerage passengers the returns being given as 15,596 saloon and 44,430 steerage compared with 18,622 saloon and 52,288 steerage in 1896, the reduction being accounted for about equally between British and foreign emigrants.

Reverting once more to the misleading character of the official figures in the British Board of Trade Emigration Returns so far as ultimate destination is concerned, it should

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be noted that the inaccuracy will be greater than ever this year owing to the changed arrangements of the Allan and Dominion line steamers, the majority of the passengers they are now landing at Portland being in fact destined for Canada, although they will be included in the Board of Trade returns as emigrants for the United States.

The total foreign emigration to Canada shows a large increase, as was anticipated in last year's report, the most notable feature of the year in this connection being the large number of Galicians and others from mid-Europe who booked through to Manitoba. The first large party came over to Liverpool and sailed in the "Vancouver" on the 14th January. I visited their boarding-house several times while they were here and felt convinced that although there might at first be some little trouble in getting them located they would eventually prove good settlers. They were of good physique, evidently used to a hard life, and some of them at least had money, though they wished to conceal the fact. Most of those of the same class who followed from time to time sailed direct from Hamburg, and of the 5,012 foreign emigrants advised to this office by continental agents as having been booked to Manitoba, the North-West Territories or British Columbia during the year, the people from south-eastern Europe numbered about 3,600. One-half of these were children, which is a desirable characteristic in any emigration and one distinctive of German emigration in particular. Of the remainder about 950 were Germans, 14 were Danes, 67 Norwegians, 76 Swedes, 187 French, 101 Belgians and Dutch and 24 Russian Finns. These figures do not represent the whole of the foreign emigration to the Dominion, those booked to points east of Manitoba not being included. The smallness of the numbers from Scandinavia is noticeable, but all emigration from Sweden, Norway and Denmark has decreased greatly of late years until now it has reached what is thought to be the minimum.

The amount of work done on the Continent has been inconsiderable, owing to want of means, but it is gratifying to learn that more is to be done in the coming year. There are many difficulties to contend with and an immense extent of ground to cover, Germany alone having an agricultural population of over eighteen millions according to a recent official statement, but the class and volume of the emigration is such as to justify special efforts to secure it.

The three sets of magic lantern slides placed at the disposal of this office, are in constant use and continue to do good service. The following letter received a few days ago is typical of the appreciation which is often expressed by those to whom the views are lent:—

"I return the set of slides descriptive of Canadian scenery, per passenger train, carriage paid, this morning. I trust they will arrive safely. Please allow me to thank you heartily for their loan, and also for the magnificent parcel of handbooks, which I have distributed to the young fellows who attended the lecture. I may say the set of slides is a good one, and of great educational value."

The organizing work of the Emigration Committee of the Society for Promoting Christian Knowledge has been carried on in Liverpool as usual, and has been the means of giving a trip to Canada to one and sometimes two clergymen each week during the emigration season. These gentlemen are drawn from all parts of the country, and on their return they do much valuable work on our behalf by lecturing, writing in their parish magazines and by advising intending emigrants to write to the society for information, which practically amounts to referring them to this office.

The number of children sent out by philanthropic individuals and societies has been less than last year, 1,468 compared with 1,773. Over fifty inspections were necessary under the regulations of your Department, and the children were found to be of a good average class. It is understood that the provisions of the new Ontario Government Act will come into operation at the beginning of 1898.

The agricultural shows and kindred subjects will be dealt with in the report by Mr. Jury, whom I have to thank for much kind consideration.

I have the honour to be, my Lord,
Your obedient servant,

G. H. MITCHELL,

Assistant Agent.

No. 3.

REPORT OF ALFRED F. JURY.

(CANADIAN EMIGRATION AGENT FOR THE NORTH OF ENGLAND.)

15 WATER ST., LIVERPOOL, 31st December, 1897.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—I am pleased to be able to report that in my judgment the prospects for emigration from this part of England look brighter than they did six months ago, mainly I think from the fact that so much favourable attention has been called to the colonies by the visits of the colonial premiers, and particularly is this true of Canada, which is occupying more thought in the public mind and more space in the public press than for some time previous. This advantage should be utilized before the feeling has time to die out, by the distribution of literature, the exhibition of our products at the numerous agricultural and fat cattle shows, fairs, &c., and by the delivering of lectures. I do not think, from my limited experience, that too much importance can be attached to the making of a good exhibit of Canadian products at the large agricultural shows, where they would be seen by hundreds of thousands of the most desirable classes that could be attracted to Canada, viz.: the young tenant farmers, the agricultural labourers and the domestic servants.

During the six months I have visited some of the principal agricultural shows in England: the Royal held at Manchester, the Shropshire and West Midland held at Shrewsbury, East Kent at Dover, the Yorkshire at Harrogate, the Royal Lancashire at Barrow-in-Furness, the Wirral and Birkenhead at Birkenhead and the Altrincham at Devesdale Bowdon.

During the month of December I attended the fat cattle shows at York and Leeds, respectively. I also visited Hull during the autumn fair, where I had a considerable quantity of our literature distributed, and called upon the steamship agents to try and arrange to have it placed in the hands of the continental emigrants bound for the United States, but owing to the strict rules of the steamship companies sailing to United States ports, I found that impossible. Since the lecturing season commenced I have lectured in the following places: Langham, Oakham, Exton, Whissendine, Benenden, Headcorn, Goudhurst, Granbrook, Charing, Hamstreet, and Battle, and have arranged for further lectures after the holiday season. The lectures that I have delivered have been illustrated by Mr. Jaques of the Allan line; they have generally been well attended, the audience manifesting a good deal of interest, and always taking the literature very freely that was distributed at the conclusion of each lecture. In addition to the places mentioned above, I have also visited the following cities, towns and villages: Sheffield, Rotherham, Barnsley, Chesterfield, Mexboro', Glossop, Sowerby Bridge, Brighouse, Cleckheaton, Elland, Halifax, Heckmondwike, Bradford, Shipley, Saltaire, Leicester, Stamford, Uppingham, Melton Mowbray, Preston, Oldham, Stafford, Crewe, Uttoxeter, Macclesfield, Leek, Hanley, Stoke, Burslem, Longton, Knutsford, Northwick, Fenton, Congleton, Newcastle-under-Lyne, Maidstone, Tonbridge, Tunbridge Wells, Paddock Wood, Sevenoaks, Hastings, Sittingbourne, Faversham, Canterbury and Ashford. In all these places I called upon the steamship agents, excursion agents, and at the public and other libraries and reading rooms, where I always succeeded in having our literature placed upon their tables, and in many cases our posters hung upon their walls. In most of these localities the agents'

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reports for the year just passed were very bad in reference to all colonial and foreign emigration, but several of them spoke very hopefully of the future, their hopes being based upon the large number of inquiries recently made about Canada, and especially in reference to the Yukon district. There is a great demand in this country for literature and information upon the Klondike. Large numbers of the shipping agents are stationers and sell newspapers, and consequently have exceptional facilities for the distribution of small pamphlets or leaflets. If a set of such were specially prepared on the advantages to tenant farmers' sons, to agricultural labourers, domestic servants, mining capitalists and miners, stock raisers, dairymen and fruit growers, and supplied to the steamship and excursion agents, the manner of distribution to be left to their own discretion, hundreds of thousands could be circulated in the north of England every year. Pamphlets or leaflets of this kind would also be useful for distribution at shows and fairs.

Since the receipt of the new handbook, I have left one at each of the libraries and reading rooms of the towns I have visited, and while I find the officials always glad to receive them and place them on their tables, several have made the remark to me that on account of it not being bound, it would not last a week where so many would be handling it. I would suggest that either an edition of the handbook be bound for reading rooms and libraries, or that a special book be prepared suitably bound for the circulating departments of libraries, of which there are a couple of thousand in the United Kingdom. If such an edition is published it would be cheaper to mail the books direct to each library, a list of the addresses of which could be supplied from this office.

To make the work of the future more effectual, I should like to have samples of ore from the different mining districts of Canada, and also vegetables, and if possible dairy products in addition to the cereals and grasses already received. I have attended shows and fairs during the half-year where the attendance has aggregated half a million of people, and where I think such samples could have been exhibited to the great advantage of Canada.

As I have already intimated to Mr. Pedley and Mr. McCreary by letter, and in conversation at the High Commissioner's Office, my experience in connection with the Crow's Nest Pass Railway offer leads me to believe that if employment could be guaranteed for intending settlers on farms in the North-West, a large number of the most desirable class of emigrants could be induced to go to Canada.

I have the honour to be, my Lord,

Your most obedient servant,

ALFRED F. JURY.

No. 4.

REPORT OF H. M. MURRAY, CHIEF AGENT FOR SCOTLAND,

52 ST. ENOCH SQUARE, GLASGOW, 31st December, 1897.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—I have the honour to submit to you my first annual report, for the year ended 31st December, 1897.

As you are aware, my actual work in this country only started with the month of July, previous to which (during the months of March, April, and May) I was busily engaged in Manitoba, the North-West Territories and British Columbia, visiting the principal farming districts and acquiring the necessary information to enable me to put before the Scotch agricultural classes the benefits to be derived by emigrating to, and adopting Canada as their future home.

I may say that I was very much struck and edified with the appearance, the agricultural and mineral wealth of the country, and, more especially with the success and contentment of those who had emigrated from this and other countries; all of these people I came in contact with being more than pleased with their present lot. Doubtless, as they explained, the early settlers had to undergo a few hardships and disappointments ere success was obtained, but, the condition of things has now so much altered, what with railways intersecting the country, and fresh markets being opened for the speedy disposal of produce, that the new comer of to-day finds the whole agricultural question of settlement very much simplified.

Starting with this knowledge, and with twenty years past experience in emigration work, I have endeavoured to the best of my ability to place before the Scotch farmer and farm labourer, the benefits to be derived by taking up land in Canada; to the farmers with little capital, I point out how cheaply and easily land can be acquired, the richness of the soil, the immense crops to be obtained, and the good prices now being realized; and to the labourers, although not much inducement of higher wages can be held out, in fact in some cases, especially for the higher grade of ploughmen better wages are obtained here, I put before them the certainty (with the inducements of free grants, &c., given by the Government) of in a very short period, becoming the owners of their own farms—a position rarely attained by the same class of men in this country. With these facts, and a plentiful supply of our literature put into their hands, I think it will be only a very short time, when you will see a much increased emigration of a desirable class from Scotland to Canada.

From the first, I have kept in close touch with the steamship agents throughout the country. I have many years experience of the value of those gentlemen, and the power they wield, especially in rural districts, in inducing the intending emigrants to choose their future fields of labour and ultimate settlement; and, as the time and business permit I pay periodical visits to the different towns and cities in which the agents are located, and I am happy to say with the promise of their sympathy and support. I may say that I make this a special point in my work, and apart from personal visits I keep them well posted regarding the country by correspondence, circular letters and pamphlets. I have also requested our other agents in Scotland, to make it a point in every town they call at to visit the steamship agents, and in every way cultivate the best relations with them.

The visit of Sir Wilfrid Laurier, and his various speeches during the Jubilee celebrations have done much to bring Canada, its resources and possibilities before the people of this country, and have awakened an interest, the result of which I hopefully look for in a very much increased emigration of desirable young men.

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The advertizing for men to work at the construction of the "Crow's Nest Pass" Railway, has also been very beneficial in bringing the country more directly to the notice of our farm labourers. I was enabled under this scheme, to send out about 30 desirable young men, some of whom took with them a fair amount of capital, and who ultimately intend settling in the North-West. Should the same offer be in operation next spring, and good reports come back from those already gone out, I am certain from the number of applications now on hand, that a good number will take advantage of it.

I have had the pleasure of sending out to the care of the Commissioner at Winnipeg, two or three young men with farming and dairying experience, and a fair amount of capital, and I have since learned that they have deposited their money and have gone to work, so as to gain some knowledge of the methods employed in farming operations in the North-West, before taking up land for themselves.

The various agriculture and cattle shows held throughout Scotland during the season, have been regularly attended by one or other of our agents, who, by a liberal distribution of literature, personal explanation and advice as to the value of Canada as an agricultural country, do much to help the cause of emigration. The Highland and Agricultural Show, the most important of the year, was held in Glasgow, and was attended by all Scotch agents. Unfortunately, wet weather prevailed, but the best possible was done under the circumstances, many of the farmers present being desirous of receiving information, which was freely given and apparently much appreciated. Over 20,000 pamphlets of various kinds were distributed, and I trust much good may result. In connection with this special work I trust that by next season (as suggested in a former report) some means may be adopted whereby the agents may be under cover during bad weather, in fact, whether the weather be good or bad, it would be much more advantageous to the work, were they centralized in one particular place on the various show grounds; say for instance a portable tent might be designed, something that could be easily transported from one town to another, and under cover of which, our agents could receive inquiries, show samples of different grains, and distribute literature. I sincerely trust some such method of reaching the farmer and farm servant at agricultural shows may be adopted by next season.

The proposal to place at my disposal for a part of next year, the Canadian Pacific Railway exhibition car, is a most excellent one, and much good could be made of it under the direction of one or other of our agents with a good supply of photographs and samples of cereals. It would in my opinion, prove an invaluable lesson to our farming population.

The Canadian newspapers received by me weekly, are sent out to the different libraries and farmers' clubs, in the agricultural districts, and are in each case accompanied by a parcel of pamphlets. Some 70 libraries are in this way supplied, and from the inquiries received from the districts in which they are located, I find this an excellent way of keeping the agricultural districts well posted in Canadian affairs.

As a further means of endeavouring to educate the people as to the resources of the country, I sent to the different school boards, and clergy, a circular letter (copy of which was attached to my December report), offering to place at their disposal for lecturing purposes, sets of slides, historical maps, &c., and I am glad to say many favourable replies have been received, securing dates during the winter months. Several of the clergy have written me that since receiving my letter, they have added to their syllabus "Canada" as a subject for an evening lecture. I sincerely trust much good may be done in this way. Lecturing with the aid of lantern views, shewing the size and importance of the country, its mineral and agricultural wealth, scenes of life and work and its different interests appeals more strongly and directly, especially to a rural audience, than if you put before them a mass of dry facts and figures without any attractive accompaniment.

Our agents are now working on this plan, in their several districts; Mr. John Grant in the north of England; Mr. Stuart in the north and west, and Mr. Fleming in the south and east of Scotland. With the approval of the High Commissioner, I am utilizing the services of Mr. Thomas Duncan, M.P.P., Morden, by having him spend a month with each of our agents on their rounds. Mr. Duncan's practical knowledge and experience of farming in the North-West enables him to place before the agriculturists

the true state of affairs, and how much it would be to their benefit to take up land in Canada. I anticipate the best results from Mr. Duncan's visit, and will be pleased to have his services on a future occasion. Such men as he, who can speak from personal experience, are valuable aids to the work of emigration.

Newspaper advertising during the winter season, will, I trust, be carried out on a liberal scale. Apart from the direct benefit derived from well placed advertisements, indirectly we are aided very much by being allowed from time to time the privilege of inserting news paragraphs free of charge, drawing the attention of the British public to matters pertaining to Canadian affairs.

The recent rich discoveries of gold in the Yukon district have caused numerous inquiries, and a much increased correspondence has resulted therefrom. I anticipate that next spring will see a great number of departures for that country from Scotland. Acting on instructions from the High Commissioner, I have been very careful whilst imparting the information at my command to warn all those intending to go out, of the many difficulties, dangers and hardships they are likely to meet with in their efforts to reach that part of the country.

I was pleased to receive a fresh supply of grain samples and by means of paragraphs in the local and country papers, notices in corn markets and seed stores inviting inspection, I have had a good number of visits from farmers and others interested. The samples have also been exhibited in our corn exchange in this city.

Regarding the question of female domestics, there is not the slightest doubt but that a good number of well trained, strong, healthy girls could be found in Scotland, but some scheme must be devised of paying or at least advancing the outward passage money, and having situations ready to go to immediately on arrival. As an example of the readiness with which girls will accept situations abroad (provided the foregoing conditions are complied with) I may say that about a month ago I advertised in one of the papers of this city, for two girls to go out to Ottawa, one as cook and the other as general servant and that no less than twenty replies were received by post, and as many more called personally, but not one would or could pay her own passage money. I trust that before next season something may be done to enable us to send out a good number of desirable girls—the material is here, what is wanted is the means to help them to move.

Undernoted I give you the figures showing the number of passengers who left the Clyde during the eleven months ended November, 1897, from which you will note that whilst Canada shows a reduction of 80 souls by direct steamers, the numbers to the United States have been reduced by 2,556. I think it speaks well for Canadian emigration that the numbers have kept up so well during the present year.

In matters pertaining to trade and commerce I have made a separate report, and will only say here, that I am keeping in close touch with the different exporters of merchandise and importers of Canadian agricultural and other produce, calling upon them regularly and doing everything possible to foster and maintain the trade between this country and the Dominion. Information verbally and by correspondence has been freely given, and received on many commercial matters which I am sure will be to our mutual benefit. I may say that the number of letters dealing with commerce and emigration, sent out from this office since July of this year amounted to 1,170.

In concluding this report I would desire to express my warmest thanks to Mr. Colmer and Mr. Reynolds, for the many acts of courtesy and assistance extended to me. I have profited much by their advice. I would also wish to testify to the hearty support received from the other agents in Scotland.

With the steamship companies I am on the best of terms, and we do everything possible to mutually assist each other in the work of emigration.

I have the honour to be, my Lord,

Your obedient servant,

H. M. MURRAY.

Department of the Interior.

Statement showing the number of emigrants who left the Clyde for places out of Europe during the eleven months ended 30th November, 1897, as compared with 1896.

Destination.	1896 No. of Passengers.	1897 No. of Passengers.
United States	11,251	8,685
British North America	1,005	984
Australia	37	79
Other places	45	34
Total	12,338	9,782

SCOTCH—TOTAL EMIGRATION TO CANADA.

By direct steamer from Glasgow	984
Via New York	82
Booked by Scotch agents and sailed from Liverpool	427
Total	1,493

H. M. MURRAY.

No. 5.

REPORT OF W. G. STUART, AGENT IN THE NORTH OF SCOTLAND.

CANADIAN GOVERNMENT AGENCY, 66 South Guildry St.,

ELGIN, 25th December, 1897.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—I have the honour to submit for the information of the Department of the Interior, the following report showing the operations of this agency during the year 1897.

The leading methods of operation may be properly classified under the following heads: Lecturing, attendance at markets, cattle shows and fairs, correspondence and the distribution of pamphlets, journalistic and literary work, translations, etc., personal visitation, and trade relations.

Much of the work specified being of a miscellaneous character, necessitates condensed treatment, but I shall endeavour to make my report as full and exhaustive as possible

LECTURING.

I attach very great importance to lectures and public meetings, as being the most effectual method of interesting, and stimulating to practical results a desirable class of people. This year, owing to the platform assistance I received from the Canadians visiting Scotland, and others, the meetings held throughout the north were more than usually successful. About the beginning of the year, the Rev. Peter Melville, M.A., B.D., of Rendall, Moderator of the Synod of Orkney, undertook, with the approval of the High Commissioner, to assist me in making Canada better known throughout the Orkney Islands. Altogether we addressed 21 meetings, which were attended by large audiences of the class of people that make the most desirable settlers.

Mr. Melville is a Canadian by birth, and is intimately acquainted with the growth and development of the Dominion. He is a talented public speaker, and is well known and popular as a clergyman, and I am confident that good results will follow his splendid services to Canada.

In April the Rev. C. M. Tate, a Methodist clergyman from Victoria, B.C., paid a visit to Scotland with a lecture on the Red Indians and his experiences in Western Canada and British Columbia. Although Mr. Tate did not come to the Highlands as an emigration lecturer, or with the Government sanction and approval, I was satisfied his lectures would do good and I willingly arranged a series of meetings, and assisted him on his tour. I am glad to acknowledge that Mr. Tate proved a singularly able, earnest and convincing emigration advocate; and notwithstanding the lateness of the season our meetings were well attended.

During the present month I received valuable assistance from Mr. Thomas Duncan, member of the legislature of Manitoba, now on a special emigration mission to his native land. Mr. Duncan and I held meetings in Morayshire, Inverness-shire, Ross-shire, Sutherlandshire, Caithness, and the Orkney Islands. In all the places visited we had crowded meetings of interested men and women; and, owing to Mr. Duncan's practical knowledge of the country, and his ability in conveying information to others,

Department of the Interior.

his addresses made a marked impression in every district visited. Personally I feel indebted to Mr. Duncan for adding to my knowledge of Canada, and stimulating my enthusiasm in the work in which I am engaged.

A striking illustration of the popularity of Canada and the interest taken in its development may be shown by the numbers of the upper and middle classes in the Highlands who visited the Dominion during the last few years: many of them with the object of ascertaining what inducements the country offers as a home for their relatives or the younger members of their families. In former times younger sons were sent to tropical climates, uncongenial to their constitutions, but where they could obtain genteel employment, and occupy a certain grade in society, rather than to countries where it was thought they might lose caste if they applied themselves to the more practical and useful branches of industry. Much of this has now disappeared, and the utilitarian age we live in makes honest toil respectable, and parents and guardians see it is more desirable that even their clever and steady boys should emigrate to a temperate and healthy climate, where there are vast possibilities in store for them.

I have endeavoured to induce those who have visited Canada during the last two or three years to make their impressions of the country public, and the following well known gentlemen in the north of Scotland have reported favourably of the country in speeches, lectures, or through the public press, during the year:—Provost Spence, Kirkwall, Orkney; Rev. Mr. McAulay, Reay, Caithness; Mr. Buick, of the John O'Groat Journal, Wick, Caithness; Rev. Mr. Murray, Convenor of the County of Sutherlandshire, Brora, Sutherland; Mr. McKay, teacher, Bettyhill, Sutherlandshire; Capt. Dixon of Inveran, Ross-shire; J. Middleton, Esq., Fearn, Ross-shire; Charles Innes, Esq., Sheriff's clerk, Ross-shire; Rev. Dr. Macdonald, Inverness; Rev. M. McKenzie, Free North Church, Inverness; Kenneth McDonald, Esq., Town clerk, Inverness; Alex. McKenzie, Scottish Highlander, Inverness; Rev. Mr. Cowan, Free High Church, Elgin; Rev. Mr. Kirkpatrick, Keith, Banffshire; Rev. Mr. McCowan, Cromdale, Morayshire; John Smith, Esq., Factor, Grantown, Morayshire; J. E. Gordon, Esq., M.P. for Morayshire; Rev. J. Anderson, Alvie, Invernessshire; R. Macdonald, Esq., President, Highland Association, Aberdeen.

During the year I have lectured in 172 districts and the object ever aimed at was to describe the country, its soil, climate, and resources, to tell about the people from this side who have prospered there, to trace their advancement from poverty to competency, to show how the Canadians are governed, and the conditions of their religious, educational and municipal institutions. In short, to instruct and guide the industrious in search of a place where they can better their condition, and the capitalists to fields for profitable investments.

Many of the lectures were partly delivered in both languages, and with a few exceptions were illustrated with lantern views. The following is a list of the districts, and places where successful meetings have been held:—

<i>Aberdeenshire,—</i>		<i>Banffshire,—</i>	
Udny	Public School,	Drumin	Public School,
Pitmeddan	do	Morange	do
Kennethmont	do	Glenlivet	do
Crathie	do	Strathavon	do
Torphine	do	Enzie	do
Lumphanan	do	Upper Keith	do
Kincardine O'Neil	do	Alvah	do
		Craigellachie	do
		Inveravon	do
<i>Argyllshire,—</i>		Ballindalloch	do
Kilchoan	do	Grange	do
Ardgour	do	Knock	do
Ballacullish	do	Rothiemay	do
Kilchengie	do	Tomintoul	Public Hall.
Pirnhill	do		
Southend	do		

Caithness,—

Janetston	Public School.
Brubster	do
Foss	do
Reay	do
Downreay	do
Olrig	do
Greenwood	do
Dunnet	do
Lieurley	do
Halkirk	do
Spittal	do
Mey	do
Scotscalder	do

Inverness-shire,—

Alvie	do
Insh	do
Dorback	do
Tulloch	do
Abernethy	Old Female School.
Bridge of Brown	Public School.
Craggy	do
Stratherrick	do
Lynvilg	do
Gergask	do
Loch Laggan	do
Spean Bridge	do
Kirkhill	do
Bannavie	do
Rothiermurchus	do
Moy	do
Duthil	do
Strathnairn	do
Aldourie	do
Dulnan Bridge	do
Uig Skye	do
Kilmuir do	do
Snizort do	do
Kilmuag do	do
Duirinish do	do
Petty	do
Daviot	do
Kingussie	do
Roy Bridge	Volunteer Hall.
Kincraig	Public Hall.
Fort William	Temperance Hall.
Boat of Garten	Public Hall.
Carr Bridge	do
Newtonmore	do
Nethy Bridge	Volunteer Hall.

Lanarkshire,—

Wishaw	Catholic School.
Berryhill	Public School.

Midlothian,—

Edinburgh	Mercheston Castle School.
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Morayshire,—

Elgin	Town Hall.
Speymouth	Church Hall.
Burghead	Town Hall.
Grantown	Church Hall.
Dyke	do
Forres	Literary Institute.
Rothes	Masonic Hall.
Cromdale	Public School.
Dava	do
Braes of Castle Grant	do
Advie	do
Garmouth	do
Kellas	do
Pluscarden	do
Dunphail	do
Clackmanas	do
Drainie	do
Quarrywood	do
Duffus	do
Kinloss	do
Alves	do
Findhorn	do
Rafford	do
Miltouduff	do
Knockando	do

Nairnshire,—

Cawdor	Public Hall.
Ferness	Public School.
Relugas	do
Croy	do
Ardclach	do

Orkney Islands,—

Kirkwall	Temperance Hall.
Kirkwall	Burgh School.
Stromness	Parish Church.
Stennes	Free Church.
Rendall	Parish Church.
Rendall	Public School.
Firth	Free Church.
Birsay	Public School.
Harray	Free Church.
Dounby	Public School.
Evie	Free Church.
Costa	Free Church Hall.
Burray	Parish Church.
St. Margaret's Hope	U. P. Church.
South Ronaldshay	Parish Church Hall.
St Mary's do	Tomisons School.
Westray	Parish Church.
Kirkbuster	Public School.
Stronsay	Parish Church Hall.
Central Stronsay	Public School.
North End Stronsay	do
Holm	Parish Church.
Tankerness	Public School.

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Orkney Islands,—Con.

Sandwick	Public School.
Shapinsay	Drill Hall.
Deerness	Public School.
Eday	do
Cross	do
Lady	do
Burness	do
Central	do
Russness	do
Orphir	do
Finnstown	do

Perthshire,—

Weem	do
Dull	do
Ballinluig	do
Struan	do

Ross-shire,—

Portmahommack	do
Alness	Public Hall.
Resolis	Public School.
Adross	Public Hall.

Ross-shire,—

Kilmuir Easter	Public School.
Ferrintosh	do
Evanton	Parish Hall.
Peddieston	Public School.
Logie Easter	do
Fearn	Public Hall.
Kiltearn	Public School.
Edderton	do
Black Isle	do
Jemimaville	Public Hall.
Maryburgh	Public School.
Conon	do
Nigg	do
Muir of Ord	Public Hall.
Killin	Public School.
Urray	do

Sutherlandshire,—

Farr	do
Brora	Temperance Hall.
Loth	Public School.
Kinbrace	do
Lairg and Invershire	do

2. *Attendance at Markets, Fairs and Cattle Shows.*—During the year I have attended 78 markets, shows and cattle sales in the following places: Elgin, 19; Inverness, 16; Keeth, 4; Forres, 4; Dufftown, 3; Nairn, 2; Craigellachie, 2; Kingussie, 2; Grantown, 3; Tomintoul, 2; Tain, 3; Dingwall, 4; Banff, 1; Aberlour, 1; Bonar Bridge, 1; Halkirk, 1; Wick, 2; Thurso, 3; Stromness, 1; Kirkwall, 2; Glasgow, 1; Aberdeen, 1.

At all the places mentioned, I have distributed pamphlets, and when practicable, exhibited samples of cereals, etc.

In connection with this branch of work, and with the object of being more in evidence at cattle shows and gatherings of the like character, I would suggest that a portable tent be secured for the use of the agents, where cereals, roots and other produce of the Dominion could be displayed, and where intending emigrants could call and receive pamphlets, and personally see the agents. A bell or marquee-shaped tent can now be bought from Pope & Sons, Norkfolk, or any of the other Government stores contractors, for about £2 to £3. With a little additional expense for decorations the tent would make a very cheap, attractive and effective advertisement, and as a place for keeping pamphlets and the various exhibits it would be a great convenience.

3. *Correspondence and the Distribution of Pamphlets.*—I have paid special attention to this branch of my work, and owing to the prominence given to Canada by the opportunity offered to farmers and farm servants of obtaining employment on the Crow's Nest Railway, my correspondence during the summer months was much larger than usual. Farm servants in the north of Scotland are engaged for six or twelve months, and as the Canadian offer came into force between terms only a few were able to take advantage of the opportunity. At the same time, I am of opinion that the Crow's Nest Railway scheme gave Canada the best advertisement she enjoyed for many years. I am at present receiving a large number of inquiries about the Klondike gold fields, and I endeavour to send full and adequate replies to all communications received in connection with the work of this agency.

By special permission of Messrs. Critchley & Co., Inverness, advertising agents for the Highland Railway, copies of Mr. Colmer's excellent work, "Across the Canadian

Prairies," kindly granted by the author, and the Illustrated Official Handbook of the Dominion are allowed to lie on the tables of the Highland Railway waiting rooms free of charge, and I have often been gratified to observe many of the passengers beguiling the time they had to wait for trains by reading about Canada. The pamphlets and handbooks sent to me from time to time are on the whole well adapted to show forth the advantages Canada offers to settlers, and the latest official handbook is infinitely superior to anything of the kind hitherto published by the Department of the Interior; being popular in its arrangement, concise and exhaustive in its information, while the letter press, illustrations and general get up are equal to any of the better class magazines. I have distributed a judicious supply of pamphlets at all my lectures; also at markets, fairs and cattle shows, as well as to teachers, librarians, clergymen and other people desiring information—with beneficial results.

4. *Journalistic and Literary work: Translations, &c.*—I have been fortunate in regard to the friendly attitude of the newspapers, and their willingness to publish information of interest about Canada free of charge. During the year I have contributed articles, letters and paragraphs about the Crow's Nest Railway, the harvest prospects in Canada, and other subjects of general interest, all of which were admitted as free advertisements.

Besides the Gaelic pamphlet, I have translated tit bits of Canadian information for the benefit of Gaelic readers of the Highland press. The newspaper cuttings sent with my monthly reports, show how favourably my meetings are reported, and how the leading facts about Canada are made known to the great bulk of the people who were not present to hear the lectures themselves.

5. *Personal Visitation.*—Amongst the methods tried during the year in interesting the people in regard to Canada as a field for emigration personal visitation figures very largely, and my efforts in this direction have been fairly successful. During the summer and autumn months I personally visited between two and three hundred individuals in the Shetland and Orkney Islands also in the counties of Caithness, Sutherland, Ross, Inverness, Moray and Banff.

The majority of the people I called on had friends and relatives in Canada, and their reception of my advocacy of the claims of Canada was on the whole cordial and encouraging. As the steamship agents have a great deal of influence in regard to the destination of emigrants, I have tried to keep in touch and on good terms with all the local agents in my district. When visiting any part of the Highlands for the purpose of holding meetings, I call on the steamship agents and get supplies of bills of sailings with their names and addresses attached which I distribute with pamphlets at the close of my lectures.

I am personally acquainted with all the teachers and the majority of the clergy in my district and they have been of very great assistance in making my meetings successful. I also endeavour to interest, whenever I have the opportunity, magistrates, county councillors and other leading men of influence.

6. *Trade Relations.*—I regard the promotion of trade relations as not the least important part of my work as emigration agent and I take every opportunity of bringing the products of Canada before the people of the north of Scotland. I have already submitted samples of Canadian two-rowed barley to the distillers here with such satisfactory results that Mr. Smith of Parkmore the well known distilling expert declared in a letter to the Elgin Express that: "The Canadian barley turned out as fine a spirit as he had manufactured for a long time, maintaining its bulk when put to the test, a thing that most foreign barley failed to do." The extraordinary activity in the distilling industry creates a large demand for foreign barley at present, and Canada, with a little effort, could easily secure the trade that goes to Russia and the Baltic. So with other products, and the various branches of Canadian trade, all of them, with very little trouble or expense, might be made powerful object lessons in promoting emigration and furthering the interests of Canadian commerce. I have already been of some service to Canadian investors, manufacturers and insurance companies in recommending and appointing agents on this side, but I think that the services of your agents might still

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further be utilized and facilities given them to display the products of the country and to promote trade in every available channel where Canada may reasonably expect to succeed.

Results.—Reckoned in figures, these it ought to be frankly admitted are very disappointing, but very encouraging features are to be noted in reference to the quality of the emigrants who have left the north of Scotland for Canada, during the year. With few exceptions they had some capital and were otherwise desirable in respect to character, health, physique and agricultural experience. I have, from time to time, inclosed the names of those who have emigrated, in my monthly reports, but it is extremely difficult to make the list a complete and satisfactory one, as many leave without making their intentions known. Others, and especially the Orkney and Shetland emigrants, go by New York, because of the quick service. From information received from the various shipping agents I have ascertained that the number of emigrants to Canada, averages about the same as last year, but in one or two districts the bookings show a considerable increase.

The local shipping agents are practically unanimous in anticipating that there will be a very large emigration business done in the spring, and my own observations, and the inquiries I have received, lead me to the same conclusion. Unfortunately, Canada has been associated in the minds of the Highland people with evictions, burnings and deeds of horrid cruelty, when, to make room for sheep and deer their fathers were banished to Canada, the dreadful "Ifrinn" of cold and hunger. Prejudices die hard, but there are abundant indications that the Highlanders are realizing now that in Canada we have a splendid inheritance, with vast possibilities that await development. Meanwhile the leavening process goes on and I shall prosecute the work of endeavouring to promote desirable emigration with all earnestness, diligence, and confidence that in the near future my efforts will be abundantly successful.

I have to express my indebtedness to her Majesty's school inspectors in the north for recommending my lectures to school boards and teachers. Also to the teachers of the public schools for advertising my meetings and otherwise assisting in making them successful. To Councillor Young, Inverness, for supplying pamphlets and information to inquirers in my absence, and to the Highland Railway Company for granting travelling facilities at a nominal charge.

I have the honour to be, my Lord,

Your obedient servant,

W. G. STUART,
Canadian Government Agent.

No. 6.

REPORT OF PETER FLEMING, AGENT IN THE LOWLANDS OF SCOTLAND.

CANADIAN GOVERNMENT AGENCY,

44 HIGH STREET, DUNDEE, 25th December, 1897.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—I have the honour to submit a report of the work done by me in connection with immigration to Canada for the year ended December, 1897.

It may be of interest to state the object I have continuously kept before me, and the methods adopted for the accomplishment of that object.

My object has been to interest the agricultural population in my district of Scotland in the great advantages which Canada offers them, in her unlimited and fertile western prairies, the opening up of which has entirely altered for the better, the prospects of agriculturists with small means by making it possible for them to secure homes and comforts for themselves, which were unknown and undreamt of by the early pioneers in the western lands. It is only comparatively recently that the wealth of the vast prairie region lying west of the head waters of Lake Superior and extending to the base of the Rocky Mountains, has come to be known and talked about. In fact even yet the reports of the hard work of settlement of the early pioneers in the more easterly provinces of Canada, are to a considerable extent in the minds of many of our population, so that they can scarcely realize the comparative ease and facility with which a homestead can be built up and rendered productive and profitable on the prairies of Manitoba and the North-West Territories.

I look upon the agriculturist, both farmer and farm labourer, as the backbone of every new country—they are its pioneers, and as they succeed in developing its resources they are benefiting the whole community with whom they have cast their lot, paving the way for other industries to thrive in their midst, and at the same time they are making comfortable homes for themselves, giving their families a start in life and a position which they could never hope to attain in this country. Our endeavour, therefore, is to attract and influence the agricultural classes, or those having a liking for such pursuits.

During the winter and spring months I deliver several lectures every week in the different parts of my district, so arranging my meetings that the whole of the district is visited at least once a year. These lectures are illustrated by magic lantern views which are supplied from your office. I use a three-wick oil lantern which gives a very fair picture eight feet square, and as the audiences seldom exceed 250, this picture is large enough for the purpose intended. This style of lantern is simple to manage, and I operate it myself and speak to the audience at the same time.

Being convinced that the agriculturist is the most desiderated in Canada I, until the end of November, advertised my meetings by specially prepared circulars addressed and mailed to farmers, farm servants, and country workers, whose names and addresses I got from the valuation rolls, and as a general rule had good audiences of these classes. Of course the rural population is very much scattered and what would be looked upon as a good audience of these classes in the rural villages, would appear meagre when judged from what can be drawn from the large urban centres of population. With the smaller rural audiences I can as a rule get numbers to remain behind after the lecture proper is concluded and have an interesting talk with them, and in the course of

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conversation topics are brought out which had not been touched on in the course of the address, questions answered and difficulties removed and good and effective work put in for Canada. I do all I can to encourage the men to remain behind and have a familiar talk over matters and I, as a rule, find that it is those who do so who ultimately make their way to Canada. Although all to whom the invitation circulars are sent do not attend the meetings, the effort of addressing the circulars is not thrown away, as along with these printed matter giving in a pointed way the advantages of Canada is sent them, thus they get to know of the resources of the country, and it is by thus persistently sowing the seed that success is ultimately sure to come.

I have been very fortunate indeed in having the valuable co-operation of Mr. Duncan, M. L. A., Manitoba, whose headquarters for the past eight months have been located within easy distance. The frequent intercourse and consultations which we have had, have been, I may say, of considerable benefit to both of us. He with his ripe and varied experience of Canada, has given me many valuable hints and much useful information regarding the Dominion; and I venture to think that the information which I have been able to impart to him as to the condition of affairs here has proved useful to him in carrying on the valuable services he has performed on behalf of Canada since he came to this country.

A considerable change has taken place in the small farming class since Mr. Duncan left for Canada 26 years ago. Then our glens were peopled with prosperous and contented small working farmers, but now a large proportion of these have been turned adrift, their little farms being absorbed by the larger ones while they themselves have migrated to the towns or emigrated to the colonies, numbers of them and their descendants being successful settlers in Canada. A considerable remnant of this class still remains in some of the counties, especially Aberdeenshire, but while they cannot be looked for to emigrate in large numbers, there is in this country a large population of agricultural and general rural workers upon whom to draw, and who are moving to Canada in a constant though probably small stream. They are a most desirable class and can be relied on to give a good account of themselves and be a credit to the Dominion.

As has been mentioned in previous reports to your office and to the Department of the Interior, I for many years acted in a similar capacity to the Australasian Colonies, and could not help being impressed with the fact that the sending of mixed classes to these Colonies in great numbers had been a mistake and resulted in the congestion and disorganization of the labour markets, hence my firm and constant advocacy of the encouraging of the purely agricultural classes alone.

After long talks with Mr. Duncan I can see that this does not obtain to anything like the same extent in Canada where there is such a variety of industries at which they can find ready employment and the ease with which the prairie lands can be brought into profitable cultivation makes it possible for any active, willing, persevering worker who has any liking at all for agricultural pursuits to successfully make a comfortable home for himself and become a prosperous settler. Therefore, after correspondence with Mr. Murray, Glasgow, I have since the beginning of December altered my methods so as to include more varied and larger audiences and now advertise my meetings by small coloured posters and advertisements in the newspapers, with the result that I have had large mixed audiences at each of the places where this method has been adopted. I could not help, however, being impressed with the fact that, the advertisements in the newspapers notwithstanding, the agricultural element was not so much in evidence as I should have liked, and at a meeting which was advertised for St. Cyrus I in addition caused some 50 of the posters to be mailed to the farm servants in the neighbourhood of the place of meeting with the result that there was *out of sight* the best and most representative meeting I have had—a very large contingent of the agricultural classes being present, and as it has proved such a marked success in this instance I propose continuing this, more especially as the extra expense entailed is trifling.

During the summer and early autumn months I attend as many as possible of the agricultural shows, hiring fairs, markets and stock sales held at the various places within my district, coming in personal contact with large numbers of agriculturists, farm

ervants, &c. To each place I take a parcel of pamphlets, leaflets, &c., and arrange for their distribution amongst those in attendance.

Following on the lines indicated in the foregoing I have held meetings at the following places:—

Springfield,	Stonehaven,	Meikle,	Cuminestown,
Bridge of Earn,	Inverkeilor,	Laurencekirk,	Craigo,
Longforgan.	Collessie,	Frickheim.	Murthly,
Alyth,	Inchture,	Luncarty,	Dronley,
North Water Bridge,	Errol,	Dunning,	Meikle,
Arbirlot,	Jordanston,	Baldovie,	Elliot,
Newtyle,	Arbroath,	Ardler,	Thornton,
St. Andrews.	Mylniefield,	Abernethy,	Marykirk,
Letham Grange.	Kincapple,	Baldragon,	Kilconquhar,
Kingsbarns,	Leslie,	Carnbee,	Belmont,
Ratray,	Fassi,	Cupar,	Burntisland,
Kingsmuir,	Kirriemuir,	Pittenween,	Fettercairn,
Fordoun,	Montrose,	Guthrie,	Kingenie,
Alyth Junction,	Glencarse,	Sinclairtown,	Stirling.
Kippen,	Blaigowrie,	St. Vigeans,	Blackford,
Buchlyvie,	Gartness,	Monifieth,	Janestown.
Port of Mentieth,	Gargunock,	Aberfoyle,	Greenhill.
Dunning,	Denny,	Balloch,	Woodside.
Cargill,	Bannockburn,	Larbert,	Kildrumny.
Lumsden,	Monikie,	Auchterarder,	Madderty.
Muthill,	Rhynie,	Gartly,	Aberdeen.
Lonnay,	Tullibardine,	Crieff,	Macduff.
New Pitsligo,	New Deer,	Drymen,	Ellon.
Strichen,	Tillynaught,	Brucklay,	Kenmay.
Glamis,	Mintlaw,	Cairnbanno,	St. Cyrus.

At each of these the remarks I made were well received by my audiences and great interest displayed in what I had to say regarding the general features of the country, its climate, the demand for farm servants, the facilities for obtaining employment, the easy and favourable conditions upon which land can be obtained whereby it is possible for every steady, active and willing worker to occupy a homestead of his own.

At the conclusion of each of the meetings I distribute quantities of literature to the people as they go away.

Instructions having been received from your office to visit as many as possible of the agricultural shows and come in contact with the farming classes who attend these in great numbers, I thought it prudent to prepare a small handbill (of which the following is a specimen) to be handed to visitors as they entered the show grounds.

WHERE DOES FARMING PAY?

In Canada, where land is free, taxes light, and life enjoyable; where wheat can be raised at a cost of 1s 3d per bushel (including cost of seed and labour), and where it is now selling at 2s 6d per bushel.

Manitoba and the North-western Territories of Canada contain many millions of acres of as good grain-raising and pastureland as exists in the known world. Horses, sheep and cattle require no winter shelter in the North-western Territories, and stock-raising can therefore be commenced upon one-tenth the capital required in this country. As for wheat, it need only be mentioned that at the Millers' International Competition, held in the Agricultural Hall, London, in 1892, the "Champion Prize" was awarded to Manitoba.

WHAT A FARM SERVANT CAN DO.

He can take up a free land grant of 160 acres, and wages being high, he has no difficulty in saving £100 out of his earnings within four years. This sum is quite sufficient to enable him to start farming on his own account, and thus become the owner of a comfortable homestead—reaping the entire fruit of his own labour, upon his own soil, within four years of his arrival in Canada.

The Canadian Government is prepared to give immediate employment to a large number of the above class on the New Crow's Nest Railway, western Canada, so as to enable them to procure means whereby, in the shortest possible time, they may own their own farms.

Only those men who intend to become permanent settlers need apply.

For full particulars, guide books, tenant farmers' reports, and other pamphlets on Canada, apply personally or by letter to P. FLEMING, Canadian Government Agent, 44 High Street, Dundee.

Department of the Interior.

STRATHEARN AGRICULTURAL SOCIETY'S SHOW.

Crieff, 20th July, 1897.—MR. FLEMING, who will be in attendance at the show during the day, has arranged for pamphlets, guide books, reports, &c., on Canada, being handed to any who may wish them on retiring from the park.

I also took a parcel of literature along with me and arranged for its distribution in the show yards.

This class of work cannot, however, be so successfully done as it might be were a tent or small booth provided where specimens of Canadian products could be exhibited. This want was much felt at the great 4 days show of the Highland and Agricultural Society at Glasgow, where the Scotch agents were in attendance, and at which one of the Australian Colonies (Queensland) had an admirable exhibit which excited a great deal of interest amongst the crowds of visitors in the show grounds.

I am pleased to have, at the time of writing, a letter from Mr. Murray, Glasgow, containing copy of a communication from the Department, transmitted from your office, from which it appears this matter has been taken up by the Department and that arrangements will in every likelihood be made for Canada being represented in the way indicated at the principal shows next summer.

The following are the shows at which I was in attendance during the summer months :

Glasgow (4 days), Cameron Bridge, Crieff, Alyth,	Edinburgh, Linlithgow, Haddington, Blairgowrie,	Stirling, Cupar (Fife), Selkirk, Moffat,	Brechin, Dunfermline, Forfar.
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In addition to these shows I visited a considerable number of agricultural centres in my district where I selected suitable places for holding lantern lectures during the winter months, getting needful information as to suitable halls, &c., thus simplifying matters very much when it comes to arranging meetings in those localities. Having some time at my disposal at each place I betook myself to the neighbouring country district where I interviewed all the blacksmiths, cartwrights, &c. These tradesmen I usually found sympathetic and willing to further my efforts amongst the agricultural population in their locality. With each of them I left a small parcel of assorted literature dealing with Canada which they readily agreed to keep in their workshops and hand to any one interested. At the hotels I stayed at, especially when my visit happened to be on the usual weekly market day, I was fortunate in meeting with numbers of farmers and needless to say was able to put in a good word for Canada.

The following is a list of the places so visited :—

Ladybank, Burrelton, Stanley, Alloa, Guardbridge. Braco, Lockerbie, Peebles, Winchburgh, Carnwath, Stow, Roxburgh, Greenlaw, Leven, East Wemyss, Penicuik, Cornhill, Cockburnspath, North Berwick,	Auchtermuchty, Kinrossie, Murthly, Colessie, Boarhills, Perth, Wamphrey, Carstairs, Linlithgow, West Calder, Lauder, Kelso, Duns, Thornton, Kingskettle, Eskbank, Ayton, Grant's House,	Kinross, Balbeggie, Greenloaning, Newburgh, Anstruther, Dunning, Beattock, Leadburn, Barnton, Mid Calder, Selkirk, St. Boswells, Burnmouth, Markinch, Strathmiglo, Norham, Eyemouth, Coldingham,	Woodside, New Scone, Dunblane, Glencarse, Kingsbarns, Errol, Biggar, Dolphington, Ratho, Galashiels, Melrose, Earlston, Berwick, Buckhaven, Methill, Coldstream, Reston, Dunbar.
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I also attended the hiring fairs at each of the undermentioned places :—

Forfar, Comrie, Dubton, Culter, Udney, Laurencekirk,	Kirriemuir, Aberdeen, Aboyne, New Maud, Edzell,	Blairgowrie, Auchinblae, Ballater, New Machar, Colinsburgh,	Perth, Drumlithie, Banchory, Strichen, Arbroath.
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I have not yet seen the Board of Trade Emigration Returns, but I am convinced that while the United States will show a phenomenal decrease in the numbers proceeding there, Canada will I expect, show very little, if any, decrease in the number of emigrants from the previous year. There is also this difference to be noted in favour of Canada, that the class of emigrants who proceed there are much superior to those who go to the United States; and in proportion to the volume of emigration Canada has for some time secured a much larger share of the *bona fide* agricultural classes than any, if not all, of the British Colonies combined.

There occur "times and seasons" in emigration as well as in most other matters. At one time, it may be extending over a number of years, it would seem as if the thought of emigration had been almost abandoned, and instead, a "stay at home" feeling had taken possession of the minds of almost all of the class who usually emigrate, and in such circumstances no amount of exertions will move them in large numbers. Inducements held out by our colonies even in the shape of free and assisted passages on the one hand, or dull trade, low wages and scarcity of work in this country on the other, seem equally inoperative to produce a flow of emigration. At other times, often immediately succeeding a period of depression, such as described, a feeling of unrest seems to set in and many who never thought of emigration suddenly appear to be seized by an unreasoning impulse to move somewhere, generally going to the country or colony to which they can get cheapest passages. When such seasons come around there is little difficulty in securing large numbers of the best classes of settlers.

Such conditions existed during the years 1860-64, 1871-75, 1881-84, and to a less extent in 1887-89. They occur about every decade, and I think there are indications that we are within measurable distance of a similar movement in the near future.

The causes of these "ebbs and flows" are very difficult to determine. I have had a theory to account for each one I have witnessed, only to be abandoned for a new one when the next came round. The only thing I have, after a good deal of study, learned is the indications of the near approach of the "flow," which I fancy I discern at the present time; and am therefore endeavouring to disseminate as widely as possible, information regarding Canada, so that the advantages it offers will not be lost sight of when the flow of emigration commences in earnest.

I have the honour to be, my Lord,

Your obedient servant,

PETER FLEMING.

Department of the Interior.

No. 7.

REPORT OF JOHN GRANT, AGENT IN SCOTLAND.

DUMFRIES, 31st December, 1897.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—In submitting this my first annual report, I beg to say that I arrived in this country from Canada for the purpose of taking up emigration work, on 7th August, 1897, having previously made a tour of Manitoba and the North-West Territories.

From that time to 7th October, I was engaged at the head office, 52 St. Enoch Square, Glasgow, assisting Mr. Murray.

I came to Dumfries on 7th October, and began work in the south of Scotland, visiting the agricultural districts in the counties of Ayr, Dumfries, Kirkcudbright and Wigton, attending the weekly markets in the towns, and taking every opportunity of coming in contact with every class of agriculturist and endeavouring to interest them in Canada.

During the month of November, I visited the north of England, working principally in Cumberland and Northumberland, as detailed in my monthly reports.

I have been engaged this month making arrangements for a series of lectures in the towns and villages of this district, in anticipation of Mr. Duncan's visit next month. Where possible the board school has been secured for this purpose, but as all the towns and most of the larger villages have public halls, the various boards are not disposed to grant the use of the schools, except for evening classes and purely educational purposes, in connection with the parish.

I have secured the use of a church and a church hall, and I also hope to lecture under the auspices of several societies, thus avoiding the expense of hiring halls, wherever possible.

This district and the north of England offer a fine field for emigration work. The farmers everywhere are complaining of the general agricultural depression, and I feel confident that within the next few years there will be a distinct movement of agriculturists in the direction of Canada.

I have everywhere been listened to with attention and interest by those with whom I entered into conversation respecting Canada. Many having relations and friends there who are doing well, express regret that they did not go to the Dominion years ago, and say that only their long leases prevent them from going now. I am, therefore, encouraged to hope that my labours amongst them will in time have good results.

I am, my Lord,

Your obedient servant,

JOHN GRANT.

No. 8.

REPORT OF THOS. DUNCAN.

CARNOUSTIE, 24th December, 1897.

To the Honourable
The High Commissioner for Canada,
London.

MY LORD,—I have the honour to submit the following report on my work since the 20th April last.

During the summer months I spent a good deal of my time in personal visitation, answering many of the letters received from parties wanting information about the country, personally when the distance was not too great and when the writer gave evidence of a desire to emigrate. In this way I came into personal contact with a large number of the farming class, giving them valuable information of a practical kind about the country, such as the climate, soil, the various products and the method of bringing the wild land under cultivation, and the terms upon which they can obtain grants of land from the Government, and also the conditions attached to the purchase of railway lands, which to some people is perhaps more advantageous than to settle on free lands.

Places visited. In Forfarshire:—Forfar, Glamis, Kirriemuir, Brechin, Montrose, Bowie, Johnstown, Gourdon, St. Cyrus, Edzel, Bridge of Dun, Inverkeilor, Achmithy, Arbroath, Arbirlot, Letham, Crachie, Kingsmuir.

In Aberdeen and Kincardine:—Aberdeen, Stonehaven, Laurencekirk, Bodam, Peterhead, Fraserborough, Macduff, Banff, Buckie, Ellon, Strachin, Old Meldrum, Mintlaw, Newdeer, Manel, Cuminstown, Turriff, Fyvie, Kildrummy, Alford, Kennay, Fettercairn, Marykirk.

In Perthshire:—Blairgowrie, Alyth, Coupar Angus, Meigle, Newlyte, Perth, Birnam, Errol, Longforgan, Baldovie, Camperdown, Pilchochery, Moffat, Lochmaben, Locherby, Newton Stewart, Castle Douglas, Dumfries.

I called upon the shipping agents getting all the information I could from them as to the prospects for emigration in their neighbourhood in the near future, and made it my business to call upon the parties thus indicated.

Agricultural Societies' shows attended:—Highland Society's show, Glasgow; Forfarshire county show, Forfar; Sormont and Strathmore show, Alyth; Kirriemuir local show, Kirriemuir; Ivandee local show, Ivandee; Brechin local show, Brechin; Blairgowrie local show, Blairgowrie.

In attending the above shows there was an opportunity afforded of meeting many of the farming class and conversing with them about Canada as a field for immigration, but in my opinion the agent is greatly at a loss in his efforts to advertise the country on account of his not having a booth or tent on the ground with a sign calling attention to the Canadian Government agency. By having such a place on the ground the agent would have an opportunity of conversing with and supplying with literature hundreds of individuals that he could not possibly get an introduction to by simply walking about the grounds.

I attended during the summer months, cattle and hiring markets, where a very large number of farmers and farm servants were present, at the following places:—Brechin, Forfar, Letham, Glamis, Kirriemuir, Alyth, Blairgowrie, Coupar Angus, Bervie, Errol, Perth, Arbroath.

Lectures.—In company with Mr. Peter Fleming, I delivered lectures at the following places in Aberdeenshire:—Old Meldrum, Ellon, Strichen, Mintlaw, New Deer, Cuminstown, Fyvie, Kildrummy, Kennay, Glamis, Meigle, Kirriemuir, and Alyth.

Department of the Interior.

The above were not well attended, in fact they were very disappointing in that respect, all owing, I think, to the inadequacy of the advertising, it being confined entirely to a certain class, whose names appear on the valuation rolls, private notice being sent to them, the public generally getting no notice of the lectures. There seemed a good deal of interest at all the meetings on the part of those attending, and on an invitation being given at the close of the lecture to the audience to ask questions, the practical inquiries about the climate, soil and conditions under which land was obtained, and in regard to the bringing of the wild lands under cultivation, showed that they were interested, and numbers expressed their intention of going out in the spring.

I also lectured in company with Mr. W. G. Stuart, at the following places :—The Island of Sandy, Stronsay, Shapensy, Eday, North Island, Orkney Main Island, Rae, Turly, Larriston, Nethy Bridge, Dourie Bridge.

At all the lectures in the north we had a good attendance, the buildings being filled to their utmost capacity in almost every case, and the people seemed to greatly appreciate the information they were given about Canada. There are many Orcadians in Canada, and I believe before long many more will follow and they appear to me to be just of the right material for our western prairies. They are a hard working industrious people and know how to get along with little. Orkney and the North Isles, to my mind are a field that should be well looked after.

During the summer months I spent a good deal of my time in personal visitation through the rural districts of Forfar, Perth and Kincardineshire in that way coming into contact with many of the agricultural class, both farmers and farm servants, and also agricultural day labourers, a numerous class in some districts. Personally called upon many of those who had written me for information.

The various agencies at work during this season have done much to bring the Dominion before the people of this country, and in this they have been greatly helped by the good crops, the gold discoveries and the Jubilee celebration. The effect of all this is noticeable in the way in which you hear people now speak of Canada. When I returned to Scotland Canada seemed to be the least mentioned and least thought about of all the colonies, but a few months seem to have changed the whole matter, and now our country seems to be right to the front.

For the coming season it appears to me that the agents should be supplied with samples of products of different kinds. I think it will go far to show the people just what our country is capable of producing and I have noticed that in answering questions as to the various productions of the country the answer is received frequently with an incredulous smile. They seem to know that we can produce wheat but are doubtful about anything else, especially root crops.

I noticed while attending the Highland Agricultural Society's show at Glasgow that the agent of the Queensland Government had in his booth on the show grounds, samples of the products of the country of various kinds, and judging from appearances they were attracting a great deal of attention. Hundreds of country people going up to examine the articles shown, while the agent took the opportunity of speaking about his country and distributing pamphlets. I think it will be readily seen that by having a stand on the ground in this way our agents would have the opportunity of coming into personal contact with many to whom they would otherwise have no means of getting an introduction. I believe that the agricultural shows and markets held throughout the country during the summer months afford one of the best means of advertising Canada if gone about in the right way, but the agents can do very little good by simply attending each place without having some means of drawing attention to themselves and their work.

There is one thing to which my attention has been drawn since coming to this country, and that is the custom of designating all Canadian goods as "American." I have found in going into places of business in Dundee, Aberdeen and other places, that while the merchant if you ask him the question as to where certain goods came from, seems to know that they came from Canada, he at the same time has them marked American, and if you remonstrate with him he answers by saying, "Well is not Canada in America, and what is the difference?" Now this appears to me to be one of the things that has

kept Canada in the background and every effort should be made to counteract it. If some arrangement could be made whereby all Canadian goods exposed for sale in this country should be marked *Canadian* it would be a good thing and would be a standing advertisement of the country, and help to dispel the idea that so many people have over here that we have eight or nine months of winter in Canada.

I have the honour to be, my Lord,

Your obedient servant,

THOS. DUNCAN.

Department of the Interior.

No. 9.

REPORT OF W. L. GRIFFITH, CANADIAN GOVERNMENT AGENT IN WALES.

10 THE WALK, CARDIFF, WALES,
31st December, 1897.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—I have the honour to submit my first report from this agency, dealing with my work, which commenced about the beginning of May in this year.

I am bound to confess, that an early acquaintance with the practical difficulties of my work, somewhat cooled the sanguine expectations I had formed, by reason of a general knowledge of the conditions appertaining to both Canada and Wales. In response to certain inquiries, the manager of one of the leading steamship companies, wrote me, "that the inherent love of home in the Welshman, rendered a movement from Wales to Canada, extremely improbable," and this appeared to be the attitude of all those interested, and in a position to judge. The peculiar position of Wales, to some extent may be termed an isolated one, by reason of a strong national feeling kept alive by the use of the Welsh language on the part of a large proportion of her inhabitants, upon which the following figures bear:—

LANGUAGES SPOKEN BY PERSONS IN WALES.

FROM THE CENSUS OF ENGLAND AND WALES, 1891.

Counties.	Welsh only.	Both English and Welsh.
<i>North Wales,—</i>		
Anglesey	23,200	7,201
Carnarvon	78,780	28,330
Denbigh	37,195	35,030
Flint	10,484	16,879
Merioneth	45,856	12,023
Montgomery	16,414	15,846
	211,929	115,309
<i>South Wales and Monmouthshire,—</i>		
Brecon	5,228	13,699
Cardigan	61,624	17,111
Carmarthen	63,345	36,937
Pembroke	13,673	10,804
Radnor	75	924
Glamorgan	142,346	177,726
Monmouth	9,816	29,743
	296,107	286,944

The valuable efforts made by Your Lordship, and also by Mr. John Dyke, the late agent in Liverpool, which were very highly spoken of by those interested in Wales, and of which from time to time I came across evidences, did not, I take it, permeate through Wales, to the same extent, and so successfully, as in England, because of the facts just mentioned. The history of the Welsh people furnishes frequent instances of emigration movements, caused by depressions, and similar influences at home, the most important of these movements were to the United States and Patagonia. The subsequent success of the Welsh as colonists need not be dwelt upon. It is to be specially noted that in every case the emigrations were of a distinctive national colour, altogether apart from any similar movements from other portions of Great Britain. The idea dominating would always appear to have been the founding, in the new country, of a Welsh colony; and I believe, that in nearly all cases, solicitude for this desire, was shown by those organizing the movements. The movement from Wales to Canada has hitherto been small. To deal successfully with the peculiar and the national characteristics of the Welsh has been the object from the outset of my mission to this country. Your Lordship caused to be inserted in the press generally, a paragraph announcing the appointment of a Canadian Government agent in Wales. This produced much interest in the principality, and elicited many inquiries as to Canada. The inquirers were called upon, where desirable, and as the result several persons left for western Canada in July. This was followed up by the publication of paragraphs, letters, column interviews, and letters from Mr. McCreary, which were very kindly inserted by the *Carnarvon and Denbigh Herald*, "*Herald Cymraeg*," "*Papurpawb*," "*Genedl*," "*Carnarvon and Bangor Observer*," "*Baner*," "*Llanelly Guardian*," "*Western Mail*," "*South Wales Daily News*," "*South Wales Echo*," "*Manchester Guardian*," "*Liverpool Mercury*," "*Tarian*," "*Welsh Methodist*," "*Cymro*," "*Weren*," and, in fact, the whole of the Welsh press, and created much interest in Canada. Notwithstanding this, any evidence that a considerable number contemplated emigrating, was absent. About the beginning of July, however, a remarkable change took place in the attitude of Wales towards Canada. Interest in our country was then excited to a degree never experienced before by the linking together of "*The Penryn Slate Quarry Strike*" and "*Canada*." As you are aware, this strike was attracting very widespread attention. I have written you fully as to the splendid material for settlers there is in the quarrymen. On 3rd July, I received a cablegram from you stating that work for 1,000 men of the agricultural classes of Wales could be arranged, on the construction works of the Crow's Nest Pass extension of the Canadian Pacific Railway. On the day of receipt of a cable from the Minister of the Interior, I was aware of a mass meeting of great importance about to be held in Bethesda. I immediately placed myself in telegraphic communication with that place and wired to the press representatives. The reading of your cable at that meeting caused a sensation. On the following day "*Canada's offer to Wales*," in one form or another appeared in every paper of importance in the United Kingdom. I think I am perfectly safe in saying that a very large amount of money, ordinarily spent, would not have brought Canada into more prominence than the course just referred to. Since then, inquiries from all parts of Wales have poured in upon me. As a result, seven parties of Welshmen and women, in all about one hundred, have emigrated to Canada directly under my auspices, this number representing, I believe, by far the largest movement from Wales to Canada within any similar period. In addition there were a considerable number who went out as the result of the interest in Canada thus created, of whom I am not in a position to speak definitely. Probably not more than forty per cent of those who emigrated would have done so, except for the Crow's Nest offer. I consider the experience gained by this offer most valuable. It proves conclusively the existence of a very large body of likely men and women, who are anxious to emigrate. It also proves what a great influence a guarantee of work, if only of a temporary character, has with the thrifty man, with a little capital in hand, and with a longing eye upon the colonies, afraid perhaps to risk that capital by inability to find an opening reasonably soon after arrival in the colony of his selection. To such, a guarantee of some employment, even although less remunerative than he is engaged in at home, supplies a sufficient inducement to emigrate, confident as he is, that the less stringent conditions of colonial life, will ultimately afford

Department of the Interior.

that scope for his efforts which he cannot hope for here. A large number of the "Crow's Nest" men, were, I was informed, possessed of amounts running from £50 to £600, and all were anxious to build up homes in the North-West of Canada. Excepting the apparently inevitable, but in this case really small percentage of disappointed men, those who went to Canada from Wales are sending letters home which are accentuating to a gratifying extent, the expectations as to Canada, now held throughout Wales. A specimen of many letters is one from Mr. T. Smith, late of Llwynypia, to his wife, from which I am permitted to make the following extract:—

"I think God sent me here. I can have you all out in the spring. Tell all the boys (neighbours) I will have them all out here next spring. Tell Dai John to save every penny he can."

In every case the Welsh emigrants speak, in the highest terms, of the treatment accorded them by the Commissioner of Immigration at Winnipeg.

A noticeable feature too, was the large number of those wishing to go to Canada who had some small means, but not sufficient to pay the fare "of all the family," these were the flower of the working population in many cases.

The Welshpress has been continuously publishing paragraphs relating to a proposed "Welsh Colony" at Wetaskiwin, N.W.T., and it is thought that the Welsh already emigrated will form the nucleus of a colony, to be largely augmented during next season by new arrivals. The very good wages, however, which many of the Welsh who went to Crow's Nest, are now in receipt of, may somewhat delay the original idea they had of settling on the land next spring, but the proposition is creating much interest in Wales.

Other features of my work dealt with in my monthly reports it is, perhaps, unnecessary to mention here.

The industrial conditions of Wales appear to point to the increasing importance of the principality as an emigration area. During the past half century, the commercial development of the south of Wales, has been rapid and continuous, chiefly by reason of the rich deposits of steam, anthracite and other coals of the best quality, found in every part of Glamorganshire and in sections of the counties of Monmouth and Carmarthenshire. At one time iron ores were worked in the same immense field, hence the establishment early in the century of works for the manufacture of iron, some of which survive to this day, when steel has replaced iron, and the ores are imported from Spain and other foreign countries. The supply of the raw material, close at hand, was responsible also for the development of tin plate working, an industry which made so quick an advance after 1870, that in 1892, it directly or indirectly, afforded employment for about 40,000 people.

Coal mining, tin plate making, and the production of iron and steel, continue to-day, what they have been during the past fifty years, the three staple industries of Wales, though their relative positions to one another have altered greatly, the tin industry once the first, having now to occupy the third place.

The interest of this retrospective glance, lies in the fact, that a point has apparently been reached, when these and kindred industries, have ceased to offer an outlet for the surplus agricultural population. Until within recent years, the demand for labour created by the opening of new pits, and the establishment of new, and the enlargement of old works, has been such as to attract a steady flow of adults from the agricultural counties of Wales, as well as from the adjacent English counties of Hereford, Gloucester, Somerset and Devon, with the result, that the wages in the industrial districts have been kept down, while those in the agricultural districts have had no tendency to advance in sympathy with the increased difficulty in keeping men on the soil.

It seems reasonable to conclude that the drift of the rural population to the coal fields and workshops of Wales, has to a great extent, been permanently arrested, and that relief for consequent congestion must be sought elsewhere. For one thing, the mining population already gathered in the coal valleys, is now capable, of meeting all the labour requirements, without aid from outside, and the supply tends to grow out of all proportion to the demand. It is true that the aggregate output of coal continues to expand year by year, but the prices obtainable for the article are low because of the keenness of foreign competition. But to maintain this aggregate, the collieries are generally overmanned, to a serious extent, and the colliers are complaining that this

system of production, under high pressure, is adding to the dangers of their calling and reducing the individual earnings of the workmen

The two influences indicated ; an oversupply of labour on the spot—and a shrinking wage rate—will operate to keep away the cultivators of the soil who have hitherto flocked to the mines. It is unnecessary to dwell upon the importance of this from our standpoint.

Substantially the same remarks apply to the anthracite coal districts, which lie to the west of Glamorgan. The home consumption of hard coal is on the increase, and it is growing in favour on the Continent, but during 1897, the Pacific Slope, one of the chief markets for anthracite, has imported a considerably diminished quantity, a fact attributed to the new principle of grading coal adopted by the United States Government.

Hostile tariffs imposed upon the Welsh made tin-plates by the United States, have brought disaster upon the industry. Of 490 mills engaged when the McKinley Bill came into operation, probably not more than 340 are now employed, and not all of them regularly. The recovery hoped for, from new markets, must necessarily be slow. In the meantime the protected industries of the United States, have caused a considerable flow of men, skilled in the trade, to Indiana, Ohio, and Pennsylvania. It is estimated, that not fewer than 6,000 persons, have during the last two years, been thus lost to West South Wales alone. This emigration is, however, unlikely to continue, except on a greatly reduced scale, since advices from the other side, indicate that already a glut of such labour has resulted.

I make deduction from the foregoing facts, that the time is about to come when the advantages offered by Canada will appeal with additional force to the people of Wales, and that only a wide diffusion of knowledge respecting her and reasonable organization is needed to divert to the Territories of the Dominion a considerable proportion of the Welsh emigrants. Hitherto, the class from which the best settlers are obtainable, has poured into remunerative industries at home. Henceforward it must, to a great extent, go over sea. The indications are very strong that Canada will attract a large portion of these people.

I am abundantly satisfied that the value of a favourable press is unequalled in its influence upon this work, and ordinarily, results will bear a proportion to the general extent and continuity of support given by the newspapers.

The position of Cardiff caused me without hesitation to choose it as a centre to work from. The population of Glamorgan, including Cardiff, is 687,218, and within a radius of 30 miles of Cardiff, is a population of 1,242,726. In 1881 there were resident in Glamorgan 91,059 Welshmen from other counties in Wales. In 1891, this had increased to 121,653. Within a radius of 40 miles of Cardiff is over half the population of Wales.

The great rapidity with which the import trade of Cardiff is growing must be a matter of great interest to the business men of Canada, the principal imports including timber, potatoes, corn and general provisions for distribution in Wales and the west of England. The value of Cardiff imports in 1896 was £3,006,507 ; including 719,951 loads of 50 feet cube, of hewn and sawn timber ; 241,343 tons of grain and flour, and 30,671 tons potatoes. At the docks are cattle lairs and slaughter houses, with adjacent cold storage. At present, the greater portion of imported meat comes, however, *via* the railways from Liverpool and Bristol. This suggests the possibility of a saving in freights to direct shippers to Cardiff port. In respect of foreign clearances, Cardiff is the first port in the world, not excepting New York, London and Liverpool. I have had several inquiries of a commercial nature which would seem to indicate many openings in a business way not yet accepted by those in Canada, and which I have dealt with to the best of my ability. No doubt, however, that generally speaking, practical experience often modifies inexpert opinion in such matters.

I was shown a sample of Manitoba No. 1 hard wheat, or what was bought and is usually sold as such, as I was informed by a large miller here, and I am of opinion that it was a mixture of 2 hard, 3 hard, and 1 frosted.

Department of the Interior.

I am satisfied that the approaching spring will witness the departure of a large number of men from here to the Klondike country, who are totally unfitted to face the circumstances involved. In almost every case more or less capital will be possessed. To advise such men on this side of the water to inspect the advantages which Canada proper offers, seems useless. Possibly they may become amenable on arrival in Canada.

A large amount of English money appears to be diverting into unsound "transportation" schemes. I hear of fifteen young men in and about Cardiff who are said to be subscribing £100 each for the purpose of purchasing a "pilot boat" and supplies, with which to proceed up the Yukon River. This is a sample of more.

I have to tender my thanks to the Welsh press for the exceedingly generous and valuable support they have unfailingly extended. I am also glad to state that my relations with the representatives of the steamship companies have been most cordial. I have to particularly thank Mr. Ennis, of Messrs. Allan Bros. & Co., and Mr. Arch. Baker, for their courtesy and assistance.

I have the honour to be, My Lord,

Your obedient servant,

W. L. GRIFFITH,

Canadian Government Agent in Wales.

No. 10.

REPORT OF C. R. DEVLIN, COMMISSIONER OF IMMIGRATION
IN IRELAND.

31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—After my visit to Manitoba, the North-West Territories and British Columbia, I proceeded to Ireland in the month of April as Commissioner of Immigration. My instructions were to make Dublin my headquarters and to open an office there.

You are already acquainted with the difficulties which were placed in my way.

Articles—some of them inspired from Canada—appeared in several newspapers warning Irishmen against emigrating to Canada. Our climate, the popular liberties and institutions prevailing were denounced. At once I considered it my duty—and indeed it was a labour of love—to defend my native land.

Some time afterwards the attacks subsided.

I am happy to be able to report that Canada has an office in Dublin, firmly established and calculated to prove most beneficial to our country. Daily we are consulted in regard to the trade, agriculture and mining resources of the Dominion. Already many have gone to Canada, as will appear by the books of the office, and I anticipate excellent results in the spring.

An effort is being made to establish a line of steamers between Galway and some Canadian port. Should it succeed, we may confidently look forward to increased trade between Canada and Ireland.

I have already visited many parts of Ireland and have had a large quantity of literature bearing upon Canada distributed.

With my colleagues, Messrs. O'Kelly and Webster, I arranged an exhibit of Canadian grains from all our provinces, and the same was shown at the winter show of the Royal Dublin Society, which took place on the 7th, 8th and 9th of December.

So great was the success of the exhibit and so deep the interest taken in it, that I propose making similar exhibits in other parts of Ireland.

It has been said that my one great object in going to Ireland was to induce Roman Catholics only, to emigrate to Canada. My best answer is that I have worked in the north of Ireland—if not more—at least as much as in other parts of the country, and I could immediately produce evidence of the strongest nature that in my work I have not discriminated as it has been charged. My effort in the past, has been, as it will be as long as I hold my office to secure for Canada, those leaving Ireland—regardless of creed.

I am satisfied with the success obtained so far and as I have already observed, I look forward to results in the spring which will justify the expenditure so far incurred.

I have the honour to be, Sir,

Your obedient servant,

C. R. DEVLIN.

Department of the Interior.

No. 11.

REPORT OF JOHN WEBSTER, AGENT IN IRELAND.

30 UPPER LEESON STREET,
DUBLIN, 4th January 1898.

To the Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—In accordance with the instructions received, I beg to submit for the information of the Honourable the Minister of the Interior, a report of my work in Ireland up to date.

Acting on the instructions I received at Ottawa I went to London to interview Your Lordship before starting my work in Ireland, and the advice and information thus received, have been of great service to me.

Your Lordship had my appointment announced in most of the leading newspapers in Ireland, and this brought me a very large correspondence, and I was kept busy answering letters and receiving callers.

Most of my time is devoted to travelling through the agricultural districts in the country and coming into contact with the farmers.

In each village or town of any importance, there are held the weekly market and the monthly fair, here the farmers congregate in large numbers, and it is here that I endeavour to meet them.

When I come to these places, I have posters displayed announcing that I am in town and where staying, and that I am prepared to give information about Canada from long practical experience of the country.

I have literature extensively distributed amongst the farmers.

In some places I announce that I shall hold a meeting in the school-house or some other convenient building. I generally have a crowded house.

My long experience as a farmer in Canada proves of great advantage to me in my work, and the farmers always listen with great attention to what I tell them, knowing that I speak from practical experience.

I generally call on the steamship agents, and rouse them up to fresh activity in the interests of Canada.

I think it would be well if the steamship companies would be more particular as to whom they intrust with the position of ticket agent, some of the agents don't seem to have any interest in the business. I try and stir them up all I can.

The large tide of emigration from Ireland has been heretofore in the direction of the States, and most families have some relations in that country. When people emigrate they naturally are anxious to go to that country where they have some friends located. This of course is a difficulty to contend with, and the only way to achieve success is by bringing our country to the front, in every way possible. This we are doing to the best of our ability, and the recent splendid publications issued by the Department are of the greatest possible advantage to us in the work.

The work which we have been prosecuting with vigour during the past 12 months is beginning to show considerable results, and a large number of people have been induced to try their fortunes in Canada as a result of our labours. Letters which I have received from some of those whom I have sent out have been most encouraging.

It is a great satisfaction to hear of the pains which the Government agents in Canada take to look after the interests of those whom we send out to them.

I am always most careful not to misrepresent the country to those who come to me for advice. If we want success, we agents must be honest, so that when these settlers

sent out by us write home to their friends, they may tell them that they can thoroughly rely on any advice we may give them. Too much stress cannot be laid on the effect of the letters written to their friends by people who emigrate; they have a great influence on our work in the district.

We had a very good exhibit at the fall show of the Royal Dublin Society. The display of grains and grasses was most creditable, and attracted a very considerable amount of attention from the people who attended the show.

The success which attended this exhibit was so encouraging that I consider we ought to make further exhibits not only in Dublin, but also in all the towns of Ireland where similar agricultural shows are held.

The opportunity afforded at these displays for meeting people, and distributing information and literature about Canada is most valuable; and the exhibit makes a great demonstration of what our country can produce.

I am most hopeful that the year 1898 may prove a successful one, in the interests of our work.

I have at the present time a number of people, who by my advice, are waiting until spring to try their fortunes in our great Dominion.

I have the honour to be, My Lord,

Your obedient servant,

JOHN WEBSTER.

Department of the Interior.

No. 12.

REPORT OF EDWARD O'KELLY, AGENT IN IRELAND.

LONDONDERRY, December 29th, 1897.

To the Right Honourable
The High Commissioner for Canada,
17 Victoria Street, London, S.W.

MY LORD,—This report which I now make on emigration from Ireland to Canada, refers to the last six months of the present year.

During the above period my headquarters have been in Londonderry, my presence there being duly advertised in the local newspapers. I also had our pamphlets distributed through the city and to the farmers attending the fairs and markets there, as well as in the country towns on market and fair days ; but owing to the extreme wetness of the season, I found the people too much engaged with their agricultural work under difficulties, to attend in any numbers, either the local fairs or markets, in this the dull season. In order, therefore, to avoid incurring an expenditure in travelling, and other expenses of from £15 to £20 a month, I deferred personally visiting the greater part of my district until the harvest was secured, and the people again attending the fairs and markets to dispose of their farm produce and live stock. However, the distribution of our literature caused me to have numerous visitors, anxious to have my personal opinion of Canada, as to its climate, soil and general advantages for settlers. I may here mention that being remembered by farmers in many districts as having acted as land valuer for the Imperial Government in the north, I was frequently asked how the soil of Manitoba and the Territories would compare with the land held by them at an average yearly rent of fifteen shillings an acre.

In the months of July, August and September, I attended the local agricultural shows at Belfast, Coleraine, Londonderry and Strabane, and had some hundreds of our hand-books and delegates' reports distributed, and consequently more applications both personally and in writing for fuller information about Canada.

In the month of October I received instructions to advertise the favourable conditions under which persons of the agricultural class could reach the Crow's Nest Pass Railway construction works, and earn sufficient money at those works to help them well with capital towards taking up "free grants" in Manitoba or the Territories.

I advertised freely ; but the class that could leave on such short notice unfortunately had not funds to do so. I, therefore, visited Belfast, where Messrs. Henry Gowan & Co., shipping agents, placed one of their offices at my disposal, and where in three days I had considerably over one hundred visitors, but most of them requiring more assistance than the Government offered to get to the works.

In November, I travelled closely through the County Donegal, where I found even the Roman Catholic clergy desirous of discussing emigration, and in almost every instance admitting my contention that the numbers of their people who migrated every year to England and Scotland in the spring and harvest, were little benefited financially by their annual trips, and would have a better future to look forward to in Canada.

I found the inhabitants of this wild and sterile county generally most anxious for all information relating to Canada, and the expense of getting there, which in even the best parts of Ireland is the great hindrance to emigration, particularly to Canada, from which colony few prepaid passages come. Here, My Lord, I venture to call your attention to the leading article in "The Evening Telegraph," of December the 24th, the latter portion of which offers practical suggestions in aid of emigration, and the peopling of Canada by subjects of Great Britain who cannot find work at home.

I inclose clipping containing article referred to, which many years' experience in Ireland, both as county magistrate and land commissioner, enables me fully to endorse. In County Donegal, as in other districts, I found the local agents for the different steamship companies indifferent and careless, and consequently after consultation with some active minded men I knew in many of the towns, I recommended them as agents for the Beaver line to Mr. Hamilton, the Londonderry shipping agent for that line, as also for the Dominion line. Mr. Hamilton at once carried out my suggestions.

In December I purposed travelling through the districts between Londonderry, and Drogheda, but put off doing so to comply with Mr. Devlin's request that I should take charge at the arrangement of, and exhibiting of our agricultural samples at the Royal Dublin Society's winter show at Ballsbridge outside Dublin—I am quite satisfied with the result of my having done so, the numbers who visited our stand and took a keen interest in our samples and literature exceeding my best expectations. That those people carried the intelligence to others was proved by the number of callers and writers for information to the office, since the close of the show, largely augmented I admit by the interest in the Yukon district.

This may be the proper place to mention that after the show I had our stand taken down, divided, and placed in the front and back offices, with samples properly arranged on stands, and also exhibited at windows. A kindly notice goes to the public through the columns of the *Farmers Gazette* of this arrangement.

I remained in charge of the Dublin office to 24th December, and in that time, as Your Lordship is aware, reported strongly in favour of exhibiting Canadian samples of agricultural products in the coming year at the Royal Dublin Society's and other shows mentioned. Our experiment in Dublin proved very successful, and as the different towns at which the local shows are held would in any case be visited by the agents, the expense will only be the cost of exhibition.

With reference to public addresses on Canada, I believe giving such might prove a dangerous experiment in this country, where the bulk of the people are under both national (so called) and clerical influence, which is opposed to emigration, but at present I think not actively so, unless aroused. Mr. Devlin's experience tends to a like conclusion.

In conclusion my belief is that the hopelessness of the owners of small farms being able to continue the struggle to pay rent with decreased production, owing to bad seasons, and the number of years their farms have been under cultivation, increased competition from abroad, and consequently falling markets, must result in the emigration from this country of great numbers. Mr. T. W. Russell, M.P., in an article in the *Nineteenth Century Magazine* of November, 1896, says "That one hundred and fifty thousand of the smaller rent payers in Ireland, are always in danger of complete destitution from one bad season." Under such conditions, is it any wonder that this class of people are a source of uneasiness to the Imperial Government, which, however, they might do away with by helping them to happy homes in Canada. The people are, and must be assisted every year. Why then not give them assistance that will benefit them lastingly, and at the same time benefit Canada. The people require it, their clergy expect it, and without it, my honest opinion is, the people won't leave Ireland in any numbers.

The present year, with suffering for many of the smaller tenants near at hand, would be a good time for assisted emigration to Canada, the accounts from the United States being bad and few prepaid passages coming from there, while Canada has come well to the front, owing to the Jubilee, the cheapness of her loan, and the knowledge the people are acquiring of her through her agents and the distribution of pamphlets and handbooks describing the great advantages she can offer to settlers.

Trusting my lord that I have not exceeded the limits of such a report as you require, and that if I have done so, you will believe earnestness is the cause,

I have the honour to be, my Lord,
Your obedient servant,

EDWARD O'KELLY.

Department of the Interior.

Excerpt from the *Belfast Evening Telegraph* of 24th December, 1897, appended to Mr. O'Kelly's report:—

THE EXTENSION OF THE EMPIRE.

In the pioneer volume of a series of short histories now being published by Messrs. Horace Marshall and Son, Sir Walter Besant asks a very pointed question. Having summed up the area in square miles, and estimated the population of what he calls the "Empire of the Anglo-Saxon race," he deals at some length with the possibilities of that part of it politically connected with Great Britain, and concludes with the query, "What have our statesmen done to bring together the classes which ought to go to these colonies and the colonies which want these classes?" The answer is, Nothing!—that is, nothing really practical, and such as to ensure the desired result. Those splendid colonies lie widely apart from each other, scattered over the face of the globe. They represent every variety of climate. "The heat of the tropics in India, the Straits Settlements, Ceylon, the West Indies, West Africa, the sub-tropical climate of Natal, the Bahamas, Queensland; the warmer belt of the temperate zone, as at the Cape, and in New South Wales; the purely temperate climate in Tasmania, said to have the most delightful of all climates in the world, and New Zealand; semi-Arctic winter and semi-tropical summer, as in Canada. In this vast collection of colonies everything is grown that the earth will produce; everything is dug up that the bowels of the earth contain; everything is made that the ingenuity of man has devised; everything is wanted that is made. None of these colonies, except the West Indian Islands, are filled up; in some the best land has been taken up, but there is always land left; wherever the climate is healthy hands are always stretched out for more comers—more comers." The accuracy of the picture which Sir Walter Besant here presents to readers of his monograph, "The Rise of the Empire," will not be questioned. On all sides our colonies are ready waiting for a population—a population, of course, of the right sort. Agriculturists, craftsmen of almost all kinds, women who understand the working of a dairy and a poultry farm, women who are willing to become the wives of hard-working settlers, men who do not object to work.

There are, it is true, exceptions to this demand for population. In a few cases settlers are not in the meantime wanted. On the west coast of Africa, for example, it is soldiers who are required; in Ceylon, the north-west of India, and places where sugar, tea, coffee, indigo, &c., are cultivated, it is capitalists who are wanted. But in the majority of our colonies the demand is for more inhabitants of the proper sort; and yet between the years 1853 and 1888 we threw away over 6,000,000 of these. "We suffered them to go," says Sir Walter Besant, "as we suffered the Irish to go in 1847-50 in huge multitudes, without even offering them land of their own to cultivate in possessions which they had helped to gain—their own inheritance; we let them go to develop the resources of the United States, and to nourish revengeful thoughts on the cruel elder sister who drove them out into the wilderness." And we are doing so still, though, fortunately, to an extent somewhat less serious. The question for our statesmen to solve is, How is this wasteful drain to be avoided? The author of the volume above referred to quotes the suggestion of the late Mr. A. J. Duffield as one possible aid to the solution of the problem. Roughly, it was this:—There are in England, say, 26,000 parishes and villages. He proposed to link every parish and every village with some town, village or district in a colony. Among the mines, in the forests and in the fisheries, employment would be found for the surplus at home, and the mother country would not be drained for this reason, that, though a colony may want an indefinite number of colonists, it does not want them all at once. The idea is poetic, but would also probably be found to bear excellent results if put into practice. A bond would be established between the mother country and her offspring such as has not even yet been forged.

Something in this direction ought to be done, and that, too, before long. Sir Walter Besant urges that if emigration is to be controlled and directed, it must not be "assisted," but "free." If a thousand young fellows, he contends, are eager and willing to give their labour for the development of one of our colonies, we must take them there

for nothing. The machinery is at hand. We have plenty of ships. We must carry out our emigrants free in these ships, land them free, provide them with tools, give them money to tide them over the first few weeks, and leave them there. There is the prospect here of a little expenditure, but that should not prove an unwarrantable barrier. Money can be, and is yearly, being found for projects less desirable than the development of our colonies, and, again, it is improbable that the whole of the outlay would have to be borne by the mother country, though she is well able to bear it. This is a very practical question in current politics, and though our colonial office has been keeping its thoughts on the subject to itself, it would not come as a great surprise to learn that it was preparing to deal with it. As things are at present in this country, there is at all times a considerable portion of our populace for whom work cannot be found. We can with advantage to ourselves extend to our colonies a helping hand in this matter of population. They will thank us for it, and by doing so we shall not be alone helping the sons and daughters of England, Scotland and Ireland to a competency, and improving their prospects in life, but we shall be preserving their allegiance to the old flag and the old country, and we shall be strengthening our own empire for what every true Briton believes to be her mission among the nations of the world.

Department of the Interior.

No. 13.

REPORT OF A. BODARD, AGENT IN FRANCE AND BELGIUM.

To the Right Honourable
The High Commissioner for Canada,
London.

My Lord,—For several years past on the Continent, the country people have been becoming poorer every year and many among the best class of small farmers would like to go to Canada, if they had money enough to pay for the passage of their family (say about \$300) and could arrive in Canada with another \$300 to the good. But they have not, and it would increase the emigration to Canada more than anything else, if the Government could arrange for the formation of colonization societies to make advances to these people, or adopt some other means to that end.

The understanding between all the steamship companies for an increase of rates, and the small price of wheat in Manitoba and the North-West Territories (in 1896) also prevented a large number of people from leaving for Canada last spring, but the fine crops and the good prices of the last season, will certainly increase emigration in 1898. The French and Belgian farmers established in Manitoba and the North-West Territories are all satisfied with the country. Some of them had wheat crops of several thousand bushels in 1897 and wrote to their friends in Europe to come and settle in Canada. I saw even in this month of December a French settler of Duck Lake near Carlton, Saskatchewan, Mr. Leray, come back to France, his father being dead in Normandy, sell all the property left to him in France and leave again for Canada, with several thousand francs and taking with him some of his relatives. His mother will follow him next spring. This is the best kind of proof, that Canada is a good country for French farmers, and I regret the publication by the French Chamber of Commerce of Montreal of unjust articles against Canada, in which they say no French succeed in Canada, when the contrary is true and when the French Consul of Montreal published 3 years ago a good report on the question.

Such articles are generally written by people we call in official pamphlets good for nothing people for Canada. I answered the articles of the French Chamber of Commerce in "Le Colonisateur Canadien" and mailed that paper to several hundred people and societies.

For reasons of economy, the last Government suppressed a great part of the travelling expenses of the continental agents,—this is why I found the best way to have good results in my work was to employ the money put at my disposal in organizing for every spring a large party for Canada and going myself with the settlers. I think also the mailing from Canada of all the pamphlets printed by the Government is preferable to the mailing in France, the Canadian stamps on the wrappers attracting more attention.

The high rates of passages in 1897, prevented many French farmers from leaving for Manitoba and the North-West Territories, and some of them preferred to settle in the Province of Quebec, saying it was not so far. This is why, last summer I visited some places in that Province, where I intend to send some European farmers in 1898. The prospects for the next year are good.

I am happy to say that some French settlers of the Department of Haute Loire, sent by me to Notre Dame de Lourdes, Manitoba, to homestead, have introduced in Canada the manufacture of lace. The wives of those farmers know this industry and will work at it in winter and I hope their products will be soon offered for sale at Montreal.

I have the honour to be, my Lord,

Your obedient servant,

A. BODARD.

No. 14.

REPORT OF C. O. SWANSON, ON SCANDINAVIA.

OTTAWA, September 15th, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report on my trip to the Scandinavian countries, Sweden, Norway and Denmark. I left Montreal on the 22nd of May and arrived in Gothenburg, Sweden, on the 5th day of June and stayed there five days, two of these being holidays. I called on the different steamship agents and also on the C.P.R. agent. The C.P.R. have here a small office but well fitted up, displaying the products of Canada to good advantage, and this being at 49 Postgatan, where most of the steamship offices are, could not be better placed, for almost all the emigrants pass through this street, and I saw a good many stop, go in and get books, maps, etc. The steamship companies also have very good and active men as agents, and I believe they do all they can for Canada. Some of them have visited Canada, and the C.P.R. agent lived in Minnedosa, Manitoba, for a good many years and has a good practical knowledge of the North-West. Talking to these men about emigration, they all said that at present but little could be done, and I found it so after I travelled through the country. The agent helped me to select what we thought would be the best newspapers to advertise in, thirty-seven in all, in different parts of the country, and I got a good many inquiries and some practical results from this advertising. I will just mention one man that had been in the United States and was home in Sweden to get married and had thought of buying a farm and staying there, but he saw my advertisement and wrote to me and came with me to Canada, and he and his wife are now settled in the North-West. This one man brought eight times the money into Canada that I spent on my whole trip. I had 23 emigrants with me on my return, 14 of whom were servant girls.

Leaving Gothenburg June 10th, I went to my old home in Sweden, in an old settled farming district. The nearest city is Vennersburg. Around about here I made such an impression that the papers came out with a long article notifying the people. You will find this article translated and on file in the Immigration Branch, and it was so good that almost every leading paper in Sweden printed it, thus giving me a free ad.

I went to Stockholm, the capital city of Sweden, and spent two days at the exhibition, which was a grand affair. From here I went to Sundsvall, a city about 290 miles north of Stockholm. I advertised I would be there three days and had lots of people call and see me. I was somewhat acquainted here, as I had had about 600 letters within the last five years from this city and the surrounding country parts and had a good many people come to Canada from here. At this place I had the detectives write to me, and I had to go to the police station and give an account of my work and who I was. But after these explanations they let me go in peace, and they begged my pardon and acknowledged I was doing good work and that I was telling the people of a good country. Indeed I do not think there are two countries more alike in climate and natural products than Canada and Sweden. I think Canada has more gold and is not quite so thickly settled.

Go where you will in Norway, Sweden and Denmark, you will meet with hardly anybody who has not some relations in America, or rather in the United States. I think without exaggeration there must have been not less than 20,000 from the United

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States home to visit Sweden this year. Now if there had been good times in the States you can imagine what a powerful emigration agency this would have been, but they had not much to say, and I do not think they will bring many back with them. On the other hand, although I suppose not more than 40 visited Sweden from Canada, all of these will do good emigration work, and when they come back will bring some with them.

During the last few years there has been a steady emigration from the United States of Swedes going home to buy farms. You can count them by thousands, but they are mostly all sick of it now, because farm products have been very low and the taxes are very high and land dear, so that now it looks to me as if Canada had a pretty good chance to get a good many, and in fact I do not see why she could not get the whole of these people who want to settle on land, both from Sweden, Norway, Denmark and the United States. It is characteristic of the Scandinavians to want to get a home on a farm, and I know of lots of them who have left situations in shops with good pay to go on to land, and it is now an established fact that there is no more good land to be got in the United States, I mean free homesteads and cheap lands, which the poorer classes can acquire.

Just now very good times prevail in the three Scandinavian countries; saw-mills of any size work night and day, but wages are small, and when I talked with all classes of men about emigration, they said as soon as times change the people will emigrate, and some are doing it now, and if I, as emigration agent, would guarantee work we could get thousands of them. But that is something I will not do, but as fast as I know of places to put working men I can get them both from the States and Sweden. I have thirty emigrants coming from Sweden on SS. Labrador, leaving Liverpool on the 23rd of this month, and in the spring will have some families coming that I saw and talked with who are prepared to settle on land.

Now, how to do successful emigration work. In the first place a contented settler is the most essential element, and what we as Canadians ought to do is to encourage in every way in our power newcomers of all nationalities. The Government should first of all employ only such agents as will tell the people the exact truth about the localities they are working for, and see that every one is properly settled on their lands or homesteads. And these settlements should be visited often, and if anything is really needed in a new settlement, such as a bridge or some piece of road, or a dam for a grist mill, or anything that is absolutely necessary, they should be assisted in getting it.

The comfort the people of new settlements get from the Government working creameries is very great, but the poorer settlers do not get any benefit from it because they have not the money to buy cows, but in time they also will come in.

One thing an agent ought to do is to make use of a contented settler by calling upon and getting him to write letters for publication. These letters should be printed and sent out while they are fresh in answer to inquiries, and to addresses previously gathered. The letters should be short as possible and to the point, and for work amongst the Scandinavians I would recommend the folder and map form of immigration literature.

The work we are doing amongst the Scandinavians in the United States I think is all right but we should do more of it.

There are three ways the work might be done in the old country. One is to appoint an emigration commissioner and open an office in Gothenburg, Sweden, and advertise, and when necessary visit those places where emigration work can be done. A commissioner or any emigration agent must get a license to work and give security or bonds. I do not believe much in the exhibition of magic lantern views, because it costs too much to travel through the country with the necessary outfit, an assistant being required if the thing is to be properly done, and people that really mean business and will emigrate to better themselves want to know something else than to look at views. They think that these views are got up on purpose and are not the real things. The best thing is to send these people a letter from some person from their own province or town and perhaps

from some one that the person knows. This is the best way, and they also want confidence in the agents.

Another way is to appoint local agents to work on commission and the Government to do the advertising for them, and this might do very well if good men are selected and they are well supplied with maps, reports, etc. I do not mean these to be the steamship agents, because they can not send out advertising matter, except what refers strictly to their own business.

The third plan is to unite in work with the C.P.R. where they have agents, and let the Government pay for the advertising and the C.P.R. pay for the postage in sending out maps, etc., and referring the people to the C.P.R. agents for the books, maps, etc., and at the same time send them a printed letter from the Government or agent whose name appears in the advertisement, and it may be said in this letter if there is anything you want to know in reference to Canada that you do not understand in the books sent you we will let you know by return mail. Inquiries might also be invited to those settlers whose reports appear in the pamphlets.

I think if a good man was sent over and stationed in Gothenburg he could oversee the work in all the Scandinavian countries, and as I know that the Government is anxious to get emigration from these countries I hope this will be done, and I have no doubt that the proper steps will be taken to keep the people in Canada after we get them and to make them happy and contented in this country.

I left Sweden the 13th August and arrived at Quebec on the 28th, so you see I spent three months and six days on my whole trip.

I have the honour to be, Sir,

Your obedient servant,

C. O. SWANSON.

EXTRACTS FROM REPORTS OF DR. H. WALTON JONES ON CANADIAN EMIGRATION WORK IN SCANDINAVIA.

HOTEL BELFRAGE, VASAGATAN 8,

STOCKHOLM, June 19th, 1897.

"It would appear to be the most satisfactory and thorough way of my carrying out the Minister's instructions, if I were to go to such parts of Sweden as are likely to send emigrants, and the same in Norway, making Stockholm, Christiania and Gothenburg my centres; without going well into the country but little real knowledge can be obtained. It would further seem good to advertise judiciously and persistently, and to have pamphlets to distribute. These I could write and have printed here. They ought to be short and pointed, and moreover anything set up in a foreign country is never exactly the same as that set up and printed in the home land.

"The Solicitor of the British Legation is to give me full particulars as to the Swedish law, and a friend has introduced me to one of the judges, who, in a friendly way, will advise me. I know already how delicate a subject emigration is here, and am most anxious that nothing should be done to spoil the opening now before us on account of the low opinion current here as to the United States as a field for emigration.

"I find many old friends in the universities and so forth, with whom I have corresponded on literary subjects, and feel sure they will help me in obtaining reliable information.

* * * * *

"Whilst in Christiania there was a meeting of railway men. I met a great many and received much courtesy at their hands. I said little but heard a great deal, which may be of use in the future. Moreover they might help us very considerably in such journeys as you instruct me to take."

Department of the Interior.

CHRISTIANIA, October 7th, 1897.

“The great language war, which has reached the acute stage in many European countries, does not exist in the same manner or degree here; but that it is absolutely necessary to distribute literature in Norwegian is beyond a doubt.

“Speaking of literature, remarks I have heard in various parts may be of use in determining the literature of the future. In Norway, Sweden and Finland, especially the two first countries, I have been told, not once but dozens of times, that it is no use reading our pamphlets, they are simply *réchauffés*—Tell us something fresh, give us up-to-date information, and so forth, have met me many, many times. Of course there are certain facts which must be reiterated, but one is obliged to confess that if there were a little more of the crispness and pointedness of the press about emigration literature, it would be more welcome, more read and consequently more useful. The class of people to whom the literature ought to be sent need the picturesque more than the academic.

“It would appear that Norway is a good place to work in, and that it might with advantage be used, not only for emigration purposes individually, but also to work Sweden. In the latter country I consulted many, and amongst others some lawyers, and I found that: firstly, a foreigner could not openly work for emigration, and that in any case great care and tact would have to be exercised, as there is a strong party who are determined to thwart all efforts by *any one*.

“Norway is in every sense freer, and it would appear as if it might be used to “tap” Sweden, and thus avoid many vexatious questions. Of course, one thing is perfectly clear, and that is, that emigration to the Dominion cannot be produced by spasmodic efforts, neither will the results be at once apparent. At the risk of tedious repetition one is obliged to once more say, first and foremost, Canada is not known as such; *e. g.*, in a large post office I asked a question *re* Canada, and before I could make myself clearly understood I had to ask *re* “British North America.” In the next place, whatever method may seem best to the Hon. the Minister of the Interior, either by advertisement or otherwise—as for instance, one proposition I have the honour to submit hereunder—such would appear to demand consecutive and continuous effort. This well known rule in our own business advertisements is of the utmost importance in the question before us; moreover, just as the shrewd business man varies his advertisement even if his stock be the same, determined at any cost to *make* the public aware of his existence, so I venture to think in Dominion advertising the same rule applies. Whilst it may be said that continual hammering on the same nail at length drives it home, there is another point of view in these *fin de siècle* days, which applies even to country places, and that is, sameness often breeds apathy, and where there is apathy, there no good work can be done. Our cousins across the line are fully aware of this, as can be seen by the method and matter of their former advertisements in this country.

“Bright reading matter, good illustrations, clear type, simple language, with the points in good, bold letters, have been found useful when combined with brevity. This, of course, is not meant as wholesale condemnation of past efforts—far from it—but rather as a suggestion for future work, and I venture, as the result of many conversations, to hope that such a plan may meet with approval.

“I have been enabled by the courtesy of a friend to obtain the appended lists, which will show how much remains to be done. The lists are the official ones, from the Police Bureau. I was given them upon the condition that they were not published *in extenso* in any newspaper. It may be of interest here to note that all tickets are stamped by the police, and thus the list is absolutely correct.

“The first is the Christiania list, to which, for purposes of comparison, I have appended that from Gothenburg. I may say that it is by no means easy to obtain official statistics and that full often the Scandinavian and United States officials are more wishful to help and better informed than some of our own.

“The Norwegian emigration has fallen off considerably of late, the reasons for which appear to be: 1st, The bad accounts sent here from America, which for reasons above named is held to include Canada, and the reports spread abroad by the numbers who have returned from the U.S. I saw four Norwegians yesterday who have come back from the States, they were full of the bad times, and so the reports grow. Although

these men were in Wisconsin, Minnesota, Maine and New York, Canada seemed to be a *terra incognita* to them.

EMIGRANTS from Christiania, 1st January to June 30, 1897.

Line.	CASH.			PREPAID IN AMERICA.			Total.	Other Places.
	Adults.	Children 1 to 12.	Children under 1 year.	Adults.	Children.	Under 1 year.		
Allan	134	10	1	86	7	1	239	3 Africa.
American	164	2	4	74	14	.....	258	
Anchor	12	8	1	4	2	1	28	
Beaver	2	.....	.....	3	.....	.....	5	
Cunard	210	13	7	126	8	3	367	
Dominion	8	2	1	28	0	.....	39	8 Africa.
Thingvalla	197	32	7	67	14	3	320	2 do
White Star	192	6	3	75	12	1	289	1 Australia.
Total	919	73	24	463	57	9	1,545	

From which it appears that our Canadian lines only carried about 18 per cent of the total, from which must be deducted those who landed in Canada, but passed on to the United States.

EMIGRANTS from Gothenburg from 1st January to June 30, 1897.

Line.	CASH.		PREPAID.		TOTAL.	
	Souls.	Adults.	Souls.	Adults.	Souls.	Adults.
Allan	65	63	48	46½	113	109½
American	127	119½	51	50½	178	170
Southampton	994	951	320	308½	1,314	1,259½
Anchor	26	25½	7	7	33	32½
Beaver	36	36	8	7½	44	43½
Cunard	2,101	1,999	418	399	2,519	2,398
Dominion	179	173½	112	104	291	277½
Allan	13	13	4	4	17	17
White Star	731	709½	324	314	1,055	1,023½
Thingvalla	71	65	74	69	145	134
Total	4,343	.....	1,366	.....	5,709	.....

From this it is evident the Canadian lines only got about 9 per cent of the total.

"The report of the British Consul in Stockholm, No. 1704, p. 4, shows the state of affairs in Sweden. His words can be applied with equal force here. "Emigration" — "the emigration to America (there is no separate account kept for Canada) during 1895 amounted to 12,708, which, though an increase on the previous year, is only about one-third of the average emigration during the past ten years. The check was first caused by the accounts which reached this country as to the depressed condition of trade in the States, and the difficulty of earning a livelihood there. Although a great improvement is said to have taken place during the year 1895, intending emigrants still appear to remember the warning they received, so that confidence is not yet restored."

"In the Consular report from Gefle, p. 13, are the following significant words: 'The Australian market, which was such a good customer for Gefle wood some years ago, is now buying very sparingly, and no doubt a substitute has been found to a certain extent in British Columbia fir.'

"I would suggest in view of the above—which I can testify from personal conversations in different parts of Norway and Sweden, with different classes to be a wide-spread opinion to-day—that future literature should insist upon the prosperity of Canada; could anything be more striking than the solidity of the Dominion Banks as compared with the U.S. a few years ago? I am certain this would, in due course, renew that confidence which has been so rudely and thoroughly shaken.

"To put it plainly, the people are not inclined to believe us, in face of the stories told by friends and relatives, both in the new world and here, by those who have returned.

Department of the Interior.

"Once more we are driven by this condition of affairs to point out how necessary it is on every score to differentiate the Dominion from the States.

"The second reason for decreased emigration from Norway is the good times here.

"Although the denomination, by Sweden, of the arrangement between the two nations, which permitted the free interchange of all goods, and the consequent retaliation by Norway may have had some effect, yet the universal opinion here is: 'that a man can get work here if he wants to without going away.' In Christiania building is going on on every side, and I have reliable information which shows that large sums have been made by building speculation. Of course, it follows that times are good, and a series of strikes are going on, and have been for some time past, in the various trades; although labour organizations not being very strong, the effect is not so apparent. Many people, especially business men, shake their heads and say, 'It is a mere boom. We are now overbuilding and soon the reaction will be felt.'

"The farmers, having got a high tariff against Sweden, hope for great things. Inquiries made in the Christiania market, however, show that in spite of a duty of one öre per egg, the Swedish eggs held the market.

"From inquiries made at labour unions and from workingmen, I believe the following to be approximately correct, and I trust may be of interest so far as it bears on the foregoing:—

"Wages in Christiania, 1 kronor, 1s., $\frac{1}{2}$ d.

"Bakers—after strike—10 hours per day, no night work; minimum, 20 krs. per week.

"Bricklayers—55 to 60 öre per hour. This summer have worked as much as 13 hours per day, *i.e.*, 45 to 50 krs. per week.

"Painters now agitating for a minimum of 20 to 30 krs. per week.

"Cabinetmakers now agitating for a minimum of 20 to 25 krs. per week.

"Stevedores inform me that it is possible for the men on the quays to earn 1,000 to 1,500 kronor per year. I am inclined to think this is too high. However, I have been invited to attend a workingmen's lodge before I leave. It is proposed to have several leaders there. So soon as I can get the doctor's permission I will go, and then report fully the views laid before us.

"So far as the country is concerned, life is so different from Dominion life, that one must explain a little. There is a class called "Hasmoend" which more particularly concern us. These Housemen are young men, who—probably in order to marry—go to a farmer who engages them on the following terms: He gives the man a piece of land, this is often very poor, and permission to cut enough wood to build a hut: in return for this the man engages to work so many days in the spring and fall—seed time and harvest—so there is no money paid, that is to be made from the produce of the land, or from cows, *etc.*, if he has any, and such work as he or his wife can make at home.

"The young unmarried men live in the house, have board and lodging, and from 300 to 500 krs. per year. I have not come across many at 500.

"The young girls tend the cows; go up to the Soeters in summer, returning to their farms in the winter.

"When the "Houseman's" family increases then new homes must be found. In Norway, Sweden and Finland there are large tracts of forest, and huge districts where the pitiless, rugged rocks thrust themselves up on every side. Indeed in many parts one is reminded of the stern scenery on the north side of Lake Superior, east of Jack Fish. In such districts and among such people are to be found men and women just such as Canada needs; sturdy, honest, hardworking, God-fearing folk, used to hardship and toil, obliged to battle with nature in order to live. This people could be got if confidence were restored. The land *cannot* support them.

"It appears then, that, at the moment, there does not seem to be much chance of any large emigration from here to Canada, but that is no reason for a cessation of efforts, but rather the very opposite and for these reasons.

"It is regarded as inevitable that there will be a rebound, as things are inflated for the moment. There is a complete lack of confidence in the United States, from which it would seem that when the reflex action sets in; the nation that has made herself 'solid' with the people, will be the one to which they will turn their eyes, when looking for a new and better home for themselves and their families.

"I believe, a folk-movement may be set on foot here which will flow towards the Dominion. The new emigration tactics of the United States, together with the feeling already referred to, gives Canada an admirable opportunity to step in.

"How this is to be accomplished is a grave question. After serious consideration and many talks with various people, and as careful a following of the press as I could achieve, I venture to lay before Your Lordship certain propositions which I believe to be practical, feasible, and likely to produce good and lasting results, and at the same time not entailing such an outlay as to render the prospects impossible or Utopian.

"In this report, one such proposition, and I am convinced the most important, is submitted to your Lordship, with all due deference and respect.

"The question of exhibiting the articles prepared under the direction of the Hon. the Ministers of Agriculture, and of the Interior as far as Sweden is concerned is, as I said before, in my opinion, not to be recommended. Many places could be got in Stockholm, but to get a place and a man, is not enough. There must be something to draw the people there, and I do not think that of the many places I saw, there was one which I could conscientiously recommend: moreover, the people in Stockholm are not such as we want to reach. The ordinary Stockholmer is not likely to be affected by an exhibition such as ours.

"I am convinced, that the capitals—under ordinary conditions—are not good places for such an exhibition: (that is an exhibition undertaken by Canada alone, with no exhibition or fair to attract people): at the same time I am convinced that an exhibition of the corn, grasses, etc., of Canada, would be of enormous value. I regret that I had not some specimens with me, as often in the country I have had much difficulty in convincing the folk that the North-West could produce such results as it does. Such an exhibit, if it were only the agricultural, with the photographs and some of the minerals, would be of great value, if brought before the eyes of the country folks, *i. e.* the people we want. I mention minerals because Canadian goldfields are on every one's lips.

"After hunting round for the best way of reaching the people, and after many inquiries, I beg to submit to your Lordship, one way which seems to commend itself to most, and I may add that such an exhibit would be heartily welcome, and would attract much attention.

"The way to reach the people most effectually I believe is by utilizing the great fairs held at various centres. Here the people flock together from the whole surrounding country. There bargains are made for lumber and wheat: cattle, horses, and produce come in on all sides; wood-carvings, stockings, jackets, home-made cloth and a thousand other things, made by the thrifty folks in their quiet, lonely homes in the long evenings, are collected and exposed for sale; some of the larger firms in cities send their representatives to take orders and whatever attracts attention at the Fair becomes the theme of a thousand conversations, through the hills and vales and the solitary places, where life is hard.

"Some of these fairs are held in the very places from which emigrants chiefly come. As thousands congregate there, in some cases many Swedes, it would appear that it is worthy of consideration whether it would not be advisable to send an exhibit to be used in this way.

"The following are amongst the best fairs for our purpose:

Lillehammer--January.

Christiania }
Drammen } February.

Kongsberg }

Grundset }
Levanger } March. { One of the oldest
and most celebrated.

Nordfjordeid—Horse-fair in May.

"The frame-work as prepared at the Experimental Farm, Ottawa, is very easily fixed, and could be set up under a sort of tent so as to facilitate transportation, *e. g.*, the sides to be rolled up, weather permitting, or if necessary the square frame could be placed against one side and thus wall given to hang up photographs. At each place there ought to be abundance of Norwegian literature and leaflets.

* * * * *

"I herewith forward a map with the fair places thereon. The railway I have marked to Lillehammer is now open. The names underlined are good emigrant places; there are others which I hope to forward in a few days. The southern part "Sæters-dalen" may practically be left out."

Department of the Interior.

OPERATIONS IN THE UNITED STATES.

No. 1.

REPORT OF M. V. MCINNES, CHIEF AGENT.

ROOM 1, MERRILL BLOCK,

DETROIT, MICH., U.S.A., 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—As soon as I received instructions from the Department of the Interior, I came to the State of Michigan, fixing my headquarters at Detroit, and proceeded to organize the work of emigration in Michigan and the adjoining States. The results from these States, for some reason have not been as satisfactory as could be desired during the past two or three years; probably, owing to the fact that comparatively little work has been done during this time, and that the great railway lands' corporations of the Western States have been working assiduously, circulating tons of literature, giving glowing descriptions of their lands, and traversing the country with an elegantly equipped exhibition car, fitted up with exhibits of the products of their country, and giving disparaging accounts and comparisons of our Western Canada.

DISTRIBUTION OF LITERATURE, ETC.

A wider knowledge and closer acquaintance on the part of the people in these States with the many advantages of climate, soil, quality and quantity of crops raised, the markets, etc., possessed by Western Canada, being essential to the accomplishment of more satisfactory results, and believing that this could be best accomplished by bringing to every home (as far as possible) a knowledge of the free homes offered by the Government to every adult settler, with verified statements of the success and satisfaction of those who in the past took up their residence in the North-West, and the low rates of transportation afforded by the Canadian Pacific Railway, especially to *bona fide* settlers, I procured the names and addresses of as many farmers as possible, from the latest revised supervisors' lists, and to each of these mailed a package of advertising matter pertaining to Western Canada, thus bringing a knowledge of the country to each farmer in his own home. In addition to which I resorted to a judicious use of the columns of the local newspapers in prosecuting the work, by publishing reports and letters from farmers and others who have settled in Western Canada.

LOCAL COMMISSION AGENTS.

Local agents, who are paid a fixed commission for every *bona fide* settler they secure, have been appointed and supplied with pamphlets, etc. These local agents were instructed to meet as many farmers as possible at fairs and other gatherings in their respective neighbourhoods, to distribute literature, give all necessary information, and get people in the locality to select from among themselves a delegation to go to Western Canada, and report to their friends and neighbours the result of their observations. The reports of these delegations have been without exception, very favourable, and have proved an excellent advertising medium and a great help in our work.

EXCURSIONS.

Special excursions to Western Canada were sent from this point every month during the summer and harvest season, when the country is seen to the best advantage. These excursions, which I advertised liberally, proved very satisfactory, the greater number of those taking advantage of them remaining in the country, some returning to get ready to move with their families next spring.

EXHIBITS AT STATE FAIRS.

The suggestion that an exhibit of the products of Western Canada be displayed at the different State Fairs throughout the west, was, I am glad to say, concurred in at headquarters, and a full supply of grains and grasses, minerals and other products were sent to the agents. Ample spaces were courteously allotted by the officers in charge of the fairs. These exhibits were tastefully displayed by the agent in charge, labelled "Western Canadian Products," proved a very satisfactory feature of the show, and furnished an excellent object lesson of the native richness of the Canadian west.

GERMAN COLONY.

I succeeded in planting a German colony in the south-eastern part of Assiniboia' which has been named the Alameda German Settlement. A German delegation which I sent out last spring chose this point for a settlement, and nearly every week has added a few to the Alameda district, which will receive an accession of hundreds of Germans with the first excursion in spring. These are of an exceptionally desirable class, and a German town will be started in the locality. A number of Germans from Cleveland, Ohio, have gone west this fall, and not less than fifty families will follow them as soon as winter is over. A large number of first-class Germans from Wyandotte, Saginaw and Mount Pleasant will start with their families early next spring. East Detroit will add another fifty or seventy-five families.

NORTH MICHIGAN.

The number that left Northern Michigan last summer is about three hundred and fifty, young and old. The agent, Mr. Grieve, has done excellent work, and we may look for a steady stream of settlers from his district.

SOUTH MICHIGAN.

In this district the prospects of quite an extensive emigration to the west next year are good. The increased demand for pamphlets and information indicates an increased interest in the Canadian west, which means an increased emigration. Mr. D. L. Caven is the agent in this district, and reports the number who went to the North-West from South-east Michigan as about four hundred, nearly all farmers and possessing some means to make a good start.

OTHER STATES.

The agents in the different States in which we are represented are men of intelligence and business capacity, and have taken hold of the work like veterans, and the results thus far accomplished I am sure are satisfactory.

THE WORK GENERALLY.

A movement Canada-ward has been inaugurated, and every settler in the North-West becomes an agent to the neighbourhood he has left.

Department of the Interior.

A GERMAN MOVEMENT.

I have given considerable attention and time in working up an interest among the German population. They are an industrious and thrifty people, and become active agents by drawing their friends to their settlement. I may say that I am meeting with gratifying success with these people, and were Germany open to our agents thousands would flock to the Canadian west, where the nuclei of several German settlements have already been established.

CONCLUDING REMARKS.

I have thus endeavoured briefly to lay before you a synopsis of work done during the ten months, ended 31st December, 1897.

It is my purpose this coming year to open Ohio, Pennsylvania and New York States, from which I anticipate a considerable movement. I have sent a number of pamphlets and circulars into those States, and am continually receiving letters of inquiry.

I have mailed and expressed from this office twenty-eight thousand packages of literature, to the different parts of this country, and the letters of inquiry received by the agents everywhere, is an evidence that great interest is being aroused and only needs fostering to give us a great and steady stream of emigration from Uncle Sam's dominions. The more Western Canada becomes known the greater will be the influx of population, and this can only be accomplished by intelligent active agents in the field, who know the country and can speak intelligently of its great resources: lecturing is good, advertising is better, but if not followed up by the persistent personal efforts of live agents the interest soon dies. Continual hammering and unceasing effort are the elements that give results. One good resident agent, well supplied with pamphlets and having a knowledge of the country, its geography, its lands, its municipal and school regulations, social advantages, etc., is, in my opinion, worth a dozen lectures, though an occasional lecture is a good plan of awakening an interest, particularly if illustrated by magic lantern views of the country. During the winter I purpose giving a number of addresses, illustrated by such views, and by samples of wheat and other cereals; these will be given chiefly in the country school-houses and in localities not reached by railways.

I am persuaded that a new era in the history of emigration has been commenced, and that the great prominence given to Canada and Canadians during the Jubilee celebration, and the closer trade relations established between Canada and the motherland, have brought Canada to the front and given her a national status on this continent, which is attracting the attention of the world, Canada-ward.

The great gold fields of British Columbia and the Yukon district will attract enormous crowds of people from all quarters of the globe. Thousands of these will gravitate towards our western provinces, and become permanent residents. Altogether the outlook for emigration to Western Canada never was better, and it only requires continued and well directed efforts, both in the United States and Europe, to secure to our Western Canada such an increase to the population as the most sanguine optimist has not dreamed of.

Appended hereto will be found copies of letters and reports of settlers and delegates who went to the Canadian North-West from this section of the United States during the past year.

I trust and believe that our expectations for 1898 will be more than realized.

I have the honour to be, Sir,

Your obedient servant,

M. V. McINNES.

LETTERS APPENDED TO REPORT BY M. V. McINNES.

EDMONTON, N.W.T., 26th August, 1897.

Mr. M. V. McINNES,
Detroit, Mich.

DEAR SIR,—We got here all right and think the country is fine. You can look as far as the eye can see and it is all fine grain. We have helped to take off seven hundred acres of wheat; finished on the 14th, and now we will thresh. I am getting \$35.00 per month and board, which will last until Christmas. This man settled here five years ago as a poor man, and is now well to do, he has 15,000 bushels of wheat in the elevator and all of his crop to thresh yet.

This is the right kind of a country for any poor man. You had better sell and come out here at once. There is no trouble in having a fine farm here in a very few years.

Yours truly,
(Sgd.) F. EVEY.

(Appended to Agent McInnes's Report.)

ALAMEDA, Canada, 12th September, 1897.

FRIEND KELLER.—We are here and find everything as you said. We will go with Mr. McCarven in the morning and select our land. I wrote my brother to come and bring his tools, as we will have our hands full this winter getting up houses. I wrote my wife to let you have the double parlour to hold meetings in, as we are not using it anyway, and you can save the hall rent. I also wrote to Beideler; go for him and I will help you all I can. That whole Mt. Clemens crowd depends on him, if you get him to go you will get them all—they are all good farmers and we want them here. Tell Albert to talk to Beideler, for he is coming, and his wife and Beideler's are great friends. Will write you more in a few days.

Best regards from all the boys.

Your friend,
CHARLEY KNEBUSH.

(Appended to Agent McInnes's Report.)

ALAMEDA, N.W.T., 17th July, 1897.

Mr. M. V. McINNES,
Chief Agent of Canadian Colonization Agents.
Detroit, Michigan.

DEAR SIR,—After carefully looking over various parts of Manitoba and the Canadian West, we desire to inform you that we have decided on the district between Alameda and the Moose Mountains, for the location of our people. We have visited a number of most desirable locations and are highly pleased with the country as a whole, it being entirely beyond our highest expectations. We find here a prosperous and well contented lot of people, they have comfortable homes and their vast fields of wheat and other crops, in addition to their herds of choice cattle, indicate prosperity in the full sense of the word. In conversation with the farmers throughout our trip, we learn that the majority of them came here with very limited means and some with no more than

Department of the Interior.

enough to bring them here, and they are now all well to do. They all claim, that this is the only country for a poor man, or one with little means, to get a start and make a home for himself and family. As you are aware, we were a little shaky and undecided before leaving Detroit, but have determined since that we, with our friends, will make this country our future home. It is far from being the wilderness we had pictured it to be; it is instead, a land having all the facilities required by modern civilization; such as railroads, markets, stores, churches, schools etc., in fact, an ideal home for those having the future welfare of themselves and families at heart.

Our reason for favouring the location we have decided on is because a more fertile stretch of country is not to be found in Southern Assiniboia. It is a district well watered throughout; water is to be had by digging from ten to twenty feet in any part of it, and the Moose Creek flowing through the length of the entire sections, offers plenty of good clear water for cattle. There are numerous hay bottoms scattered through the entire district. This, in connection with the fine grass to be had on the Moose Mountains and plentiful supply of good grazing land in these mountains, makes it one of the most desirable cattle districts to be found. On the mountains there are numerous little lakes with plenty of fish. There is also lots of game, such as moose, deer, etc., also an abundance of wood for building timber and fuel. In addition there are the Souris River coal mines; coal can be had at the mines for \$1 per ton, removing the objection we have to some otherwise good locations. For general mixed farming there is no better location to be found, as it is close to a good market and closer to Winnipeg than any desirable district open for homesteading. The soil is a rich, black, sandy loam, and the country throughout is one of the most fertile. In this district are to be found some of the most well-to-do farmers in the Canadian west; they made their money where they are now located and have no desire to change their lot with any other lot of farmers in Canada. There are some fine quarter-sections still open for homesteading and some choice railway sections to be bought. The coal mines offer plenty of employment for those desiring to work during the winter months, and the wealthy farmers have been short handed every summer. This makes it a fine opening for those of very modest means, as well as for those with more money. We, with the exception of Mr. Kellar, will remain here. Mr. Kellar will start for Detroit in a few days to make all necessary arrangements for those of our friends who may have a desire to locate here with us. On his arrival he will give you further particulars as to the localities we have visited.

Thanking you very much for the trouble you have gone to in our behalf, we are,

Yours truly,

FRED MULLER,
H. D. KELLAR,
JOHN STRIOWSKI,
THEODORE STRIOWSKI.

(Appended to Agent McInnes's Report.)

ALAMEDA, N.W.T., August 31st, 1897.

DEAR FRIENDS OF SAGINAW,—Those desiring to secure a good and sure home will do well to take our advice and examine the land in the neighbourhood of Alameda, as we know that every one who sees this land will be agreeably surprised. Before seeing this land we were partly in doubt as to moving here, but after looking it over we at once decided to make our home here, and we beg those of our friends who are desirous of securing farms, not to let this chance slip by, as the soil is of the best and the water cannot be excelled. The finest wheat we ever saw is also raised here.

We shall return home in haste, straighten out our affairs and move here at once.

Yours truly,

WILLIAM GUTTOWSKI,
ALBERT MAI,
WILLIAM RIEDEL,
(Of Saginaw.)

(Appended to Agent McInnes's Report.)

WINNIPEG, MAN., 16th September, 1897.

MESSRS. MCINNES & KELLER,
Detroit, Mich.

GENTLEMEN,—I have your esteemed favour of the 12th, and am glad to hear that there are so many in the neighbourhood of Wyandotte and surrounding country, who have decided to make the Canadian west their home in the future. I hope that their experience will be such as mine has been, and of this I have not the least doubt. When the boat I worked on, on Lake Manitoba, stopped for the winter, I immediately went to work for the Canadian Pacific Railway Company, in their repair shop, and am earning \$3 a day. I am exceedingly well pleased with my place; also with the surrounding ones. I live within two minutes walk from the shop, in a good, substantial stone house, and only pay \$5 per month rent. I hope our friend Brehu will make up his mind to come out this way this fall, as I know he will get along, and he can do, as I will,—stay here over winter and go out on his land in the spring. Any one at all industrious, has no need to be idle here. Of course here, as in all other places, there are those who would rather stand on street corners than work, and they are naturally idle, but those wishing work can have all they wish to do, at good pay.

Will you kindly subscribe for me, for either the Detroit Albion Post, or Familieno-latter, the latter I think would be preferable. We have plenty of newspapers here, but they give very little information as to the doings in and about Detroit, where most of my friends live; therefore I want a paper from that district.

I must again express my thanks to you both for inducing me to come out here, and if my health and that of my family holds out, in a few years we will be in fairly well circumstances.

Remember me to all my friends, and let me hear from you soon. With kindest regards to all, I am,

Yours truly,

HENRY STRIOWSKI.

(Appended to Agent McInnes's Report.)

DUCK LAKE, N.W.T. 17th July, 1897.

MR. M. V. MCINNES,
Detroit, Mich.

DEAR SIR,—After carefully looking over the land north of Alameda, North-West Territories also noting condition of crops and consulting with the people now living in that district, we find it as a whole, a most desirable location for settlement.

The advantages here offered consist of a very productive soil, plenty of good water within easy reach, (by digging from 10 to 20 feet) in all an excellent country for mixed farming. There is also, plenty of wood in the Moose Mountains, and within easy reach of this section of the country. In the Moose Mountains there is also, the finest kind of pasture for stock, and its many lakes abound with fish. There is within close range, the Souris River Coal Belt, where coal can be bought at the mines for \$1 per ton. On account of the scarcity of help, the mines for the past few winters were unable to supply the demand. Certainly, a most encouraging feature for those of small means, who may find it a source of earning a few dollars during the winter months—as a whole, this section of the country is second to none. The crops look fine; also, the stock, and the people are prosperous and well contented, and on my return I will furnish you with a detailed statement of sixteen townships, situated between Alameda and the Moose Mountains.

I am, yours truly,

H. D. KELLER.

Department of the Interior.

(Appended to Agent *McInnes's Report.*)

ALAMEDA, N.W.T., Sept. 6th, 1897.

To *Otto Schultz and others, Saginaw, Mich.* :—

GENTLEMEN,—We have the honour to report back to you, after our tour of investigation made in your and our behalf. We desire to emphasize that all statements made by Messrs. *McInnes* and *Keller*, regarding *Alameda*, are more than true. The country surpasses all that we have ever seen. It is slightly rolling with a clear creek flowing through the district. The hills, or *Moose Mountains* to the north, are dotted with beautiful little lakes, surrounded by woods. We found the farmers all busy at threshing wheat—yield is from 25 to 35 bushels to the acre. *Alameda* is the nearest market, fifteen miles from the centre of the district held for the *Wyandotte* colony—here are elevators, churches, schools, stores, etc. The new road will run through the centre of the district and will be in operation some time next summer. In addition to the wheat, all kinds of farm products, excepting *Indian corn*, are grown in large quantities. There are also some of the finest cattle we ever saw raised here. There is a cheese factory located in the district, where farmers can dispose of their milk which nets them about 60 cents per 100 pounds. The farmers are all prosperous. We give this vicinity the preference of all locations which we have formerly visited in the United States, and recommend that we, as a whole, join the *Wyandotte* colony.

Thanking you for the honour bestowed in selecting us to represent you, we submit this report.

WILLIAM RIEDEL,
ALBERT MEY,
FRED GOTTOWSKI.

NORTH EDMONTON, ALBERTA, 8th October, 1897.

MRS. JOSEPH PORTER,
Donaldson, Mich.

MY DEAR COUSIN,—I take pleasure in writing you this letter, trusting that it will find you well as it leaves us both at present.

We are at work now and I like this country very well. We have had a very nice fall and have had no snow until a few days ago. The farmers have had extra good crops—

* * * * *

Harry and I drove out into the country when we first came here; the farmers were just cutting their crops and we never saw such good crops in our lives. * * *

This is an extra fine stock country; they sell three-year old steers that never seen inside a stable for \$40 per head, and there are some ranches with two thousand head in it. This is not a prairie country, there is more or less timber in every quarter-section; the timber is mostly poplar, spruce and tamarack. The country looks something like Ontario as it is at present, with groves of timber scattered all over it. There is also abundance of coal. It is worth \$2 a ton to have it delivered, but a man having a team can go and get it for the hauling (and a small fee for a permit.—*Ed.*), as there is lots of it in the Government land; No. 1 coal too.

There is also gold along the river. * * * Some of the miners make all the way from \$1.50 to \$4 per day. The banks took in \$60,000 last year that was washed out of the sand along the river here.

We have two saw-mills, one flour mill, one oatmeal mill, one creamery, two breweries and two elevators. Wheat is worth 70 cents per bushel. There is lots of Government land to be had yet, also C.P.R. land ranging from \$2 up to \$3.50 per acre. I can see no reason why a person cannot make a good living very easy. I intend moving out here very soon if nothing happens to prevent me. I will be at the "Soo" within a month to collect my accounts; will be out to see you and would like very much if you folks were coming out here with me. There are lots of emigrants coming out here from Michigan to settle, and are delighted with the country. There are also quite a few coming from Nebraska and North Dakota.

I would like very much to hear from you soon. Am not at all sorry that I left the "Soo." It is a happy change and I have been very busy every day since I arrived here. Love to all.

Your cousin,

JAMES MILLER.

Department of the Interior.

No. 2.

REPORT OF D. L. CAVEN.

CANADIAN NORTH-WEST COLONIZATION AGENCY,

BAD AXE, MICH., U.S.A., 31st December, 1887.

To the HON. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to present you my annual report of work done in my district, for 1897.

The total number of settlers I sent to the Canadian west from my territory is as follows:—

For Manitoba, North-West Territories and British Columbia—

Via Sarnia	56
Windsor	99
Soo	229
Fort William	34
Gretna	2
Portal	7
Waneta, B. C.	45

For Algoma District, Ontario—

Via Courtright	5
Soo and Fort William	19
Total	496

Together with five car-loads of stock and effects.

While the results of my work during the past year, judged by the number of settlers who have left my district for western Canada, are fairly satisfactory; it is not all: I am within the facts when I say that one-half of the farmers in this district would move to western Canada next spring, if they could dispose of their holdings. Many will be ready to leave as soon as winter is over, and those who cannot sell their holdings will send a member of the family west to select a location for the family.

In the counties of Tuscola, Sanilac and Huron (the burnt district), the bulk of the farmers are ex-Canadians, who lost all in the great fire of 1881 and are heavily mortgaged, which with high taxes and poor crops makes the outlook anything but bright for them. The majority of these people will gradually take up their residence in the North-West as soon as they can realize on their effects. In my half-yearly report, forwarded to you in July last, I advised that the prospects in my district were very encouraging, and I have to say that they are even more so to-day. My correspondence has doubled, so has the number of callers asking for information; and altogether, the outlook for a very much larger emigration from this State than has ever yet been realized is most promising.

The evidence of those already settled in the North-West has proved a good inducement for others to go and do likewise. I use such reports largely in canvassing, with good results. During my trip to the Canadian west, accompanied by L. H. Howse, of Brown

City, and J. S. McDonald, of Grindstone City, Michigan, I collected samples of grain (in the straw and in sacks) from Alberta, Assiniboia and Manitoba, which, with the supply of grains and grasses furnished by the Department, I exhibited at the fair in my district.

During a portion of the months of November and December I made a tour of the smaller towns; staying a day or two in each and exhibiting my grain samples. There is (in my opinion) no better plan of interesting the farmer than by showing him the products of the soil.

In conclusion I may add, that no effort of mine will be spared in advertising the North-West, for I believe there is no other place on this continent that offers the same facilities for material progress to the man with but moderate means, and the capitalist has unlimited resources for profitable investment.

I have the honour to be, Sir,

Your obedient servant,

D. L. CAVEN,

Canadian Government Agent.

Department of the Interior.

No. 3.

REPORT OF JAMES GRIEVE.

REED CITY, MICH., U.S.A., 31st December, 1897.

To the HON. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—In accordance with letter from the Department I beg to submit report of this office from February 22nd 1897 to date, December 31st, same year. I may say that for some time after settling down to work here I felt almost discouraged for this reason, that in almost every locality I would meet some person who had been induced to visit the North-West and not finding things as they expected had returned after in some cases staying only a day or two, doing their best ever since to discourage immigration to that country. I do not wish by this to cast any reflection upon those who were in charge of the work in Michigan, for it appears to me that the agents in this State did the best they could to forward the work, but the trouble appears to have been that when the intending settlers arrived at their destination they were simply allowed to look after themselves. One gentleman told me he bought his ticket through to Edmonton but when he got as far as Calgary he stayed there a few days and being entirely among strangers, not meeting one familiar face, not even an officer of the Government, and not feeling any too well satisfied with the last 300 miles of country he passed through, he decided to retrace his steps, which he did, landing in Michigan about three weeks from the time he left. There are many other cases of a similar nature, so I feel satisfied in saying that we cannot hope for success in our work unless the Department will undertake to have good live men located at different points along the different railway lines through the Territories. I am pleased to know that the Department recognizing this has already appointed at different points a few good men for the purpose of carrying out that part of the work. So far this season I have heard no complaints, those who have returned for the purpose of disposing of their property here and going back in the spring with their families all speak in the highest terms of the treatment they received at the hands of the Commissioner at Winnipeg and his staff of assistants.

Now after 10 months of actual work in the field I feel gratified with what has been accomplished, and feel satisfied that a good foundation has been laid for still greater results in the future. During the season just closed over 350 people from the northern part of this State have crossed the International Boundary at Sault Ste. Marie and gone to make homes for themselves on the fertile prairie lands of western Canada. My local agent at Clare, Michigan, reports that he has issued certificates to 42 since May last.

The agent at Midland reports 25 persons from his district. Ludington agent reports 26 certificates issued, all gone through.

Petoskey agent, 8, all heads of families. Sault Ste. Marie agent reports all told 185, nearly all gone through, besides scattering ones from all points in Northern Michigan, bringing up the number from my district to over 350 all told. These results, however, could not have been accomplished without considerable hustling. I have to thank the newspaper men of Michigan for materially aiding me in the work by enabling me to use their columns in the way of advertising, by which means and by the proper distribution of reading matter, pamphlets, &c., I was able to enter into communication with many who have become dissatisfied with trying to earn a livelihood among the pine stumps and sand plains of portions of Northern Michigan.

I fully expect that the spring of 1898 will see a large emigration from this and neighbouring States to Alberta, as inquiries this fall have been coming from all quarters. Letters are reaching me from Indiana, Georgia and New Hampshire, from people mostly ex-Canadians who left Michigan a few years ago, and are now wishing to return and go farther north. I expect a number of families from the Southern States next spring. One writer from Wilcox Co., Georgia, writes me saying, "I came here from Michigan two years ago. I don't like it here. I don't like the climate nor the land. I am going back north somewhere. Other parties are talking of doing the same. Send me pamphlets describing the Alberta district, &c." Another writes from Missaukee Co., Mich., "Will you please send me a pamphlet of the North-West Territories, as I formerly belonged to Canada, and I wish I had never left, and oblige one who is anxious to go back to the old Dominion." Again still another from Indiana writes: "I would like information regarding the land, location, whether good timber, coal, mineral or farming country, climate, etc. I am the leader of about 12 or 15 families, who came here from Michigan a few years ago to better our condition, but have not. We are all formerly from Canada and would like to get back."

Other writers from different parts of the State write in similar words. There seems to be quite a movement on the part of many ex-Canadians here to get back into the land of their birth again. One of the great drawbacks, however, is the absence of the needful to get out and make a start elsewhere. If some plan could be adopted by the Department to give some trifling assistance for a short time to those who require help, I am satisfied that in a very few years it would be all paid back with interest, as those we are getting from this State are of the right kind and cannot fail to make first class citizens. During the past ten months I have travelled over the greater portion of Northern Michigan, and I find wherever I have been able to bring to the knowledge of the people the advantages of free homesteads and cheap railroad and colonization lands, there is great interest taken, and hundreds would like to go back and once more become residents of Canada. But on account of the hard times, poor crops, and still poorer prices, it is almost impossible for them to dispose of what they have and convert their small holdings into cash. But notwithstanding the many difficulties they have to contend with, dozens are now anxiously looking forward to the time in the near future when they will be able to join those who have already gone and located in the Canadian North-West. Another agency that will assist very materially with the work is the sending out of the right class of delegates to see and report upon the country just as they find it; for this we feel obliged to the Canadian Pacific Railway for assisting us in the way of furnishing free transportation.

During last harvest a number of delegates from this State visited the North-West, and after spending four to six weeks in that country returned, and all speak in the highest terms of what they saw. One of the delegates from Michigan, L. H. Howse, of Brown City, has contributed a number of most excellent articles to the Brown City "Banner," which cannot fail to do a great deal of good to our cause.

This, in my humble opinion, is not only the very best but the cheapest way of showing the people the great advantage our own Western Canada has to-day over all other countries as a field of immigration.

I have, during the present year, sent out a very large supply of literature. I have written over 1,000 letters, mostly in answer to parties writing for information. Have also sent out over 5,000 packages of printed matter. This has largely been distributed to farmers of the poorer districts whose names I received through the courtesy of the township supervisors. By this means I have secured a mailing list of some 8,000 names. During the latter part of August and the first two weeks in September, I had the pleasure of accompanying a party of delegates through the Edmonton district in Alberta, also through the north-western part of the Province of Manitoba, where the province is settled, and we were greatly impressed with the vast agricultural resources of the country, the finest fields of grain I had ever seen were being harvested. Many fields of wheat would easily yield from 40 to 50 bushels per acre, while oats and other grains were equally good. Cattle too were of the finest quality, whole train loads being shipped almost every day that would average 1,400 lbs. per head in weight.

Department of the Interior.

Feeling that to some extent at least the future of our country depends upon the class of people we bring inside our borders, it is gratifying to me to be able to testify that no better class of settlers are to be found anywhere on the face of the Globe for a young country than those we come in contact with amongst the pine stumps and sand plains of Northern Michigan, and I am sure you will agree with me that the more we can get of them the better.

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

JAMES GRIEVE.

No. 4.

REPORT OF JOHN S. CRAWFORD.

408, BOARD OF TRADE BUILDING,

KANSAS CITY, MISSOURI, U.S.A., 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior.
Ottawa.

SIR,—I beg leave to report the following, *re* emigration work in the State of Kansas, during the nine months ended 31st December, 1897.

Having been ordered to visit Kansas to examine into the possibilities of bringing settlers from that point to the Canadian North-West, I proceeded to Topeka, the capital of the State, and from there passed through the following cities: Junction City, Abeline, Salina, McPherson, Great Bend, and as far west as Larned, in Rush County, returning to Salina, where I determined to locate my headquarters, for the time being.

I found all the above mentioned Cities, were county seats, and the centres of large populations, and of various nationalities.

My next business was to examine into the condition of the residents.

I found that a few years since, when Oklahoma was opened for settlement, there was a stampede from all parts of this State, which very greatly decreased the population, but since that time, although efforts have been constantly made by interested corporations, to move the people south and west, comparatively few have been induced to go, and notwithstanding the large exodus above referred to, there yet remains an overplus of population.

At an early date in the history of the settlement of this State, large numbers flocked to the western portion, and after making improvements, and living on their land for a few years, these people were forced, by the repeated failure of crops, to return to their friends, farther east, and rent lands.

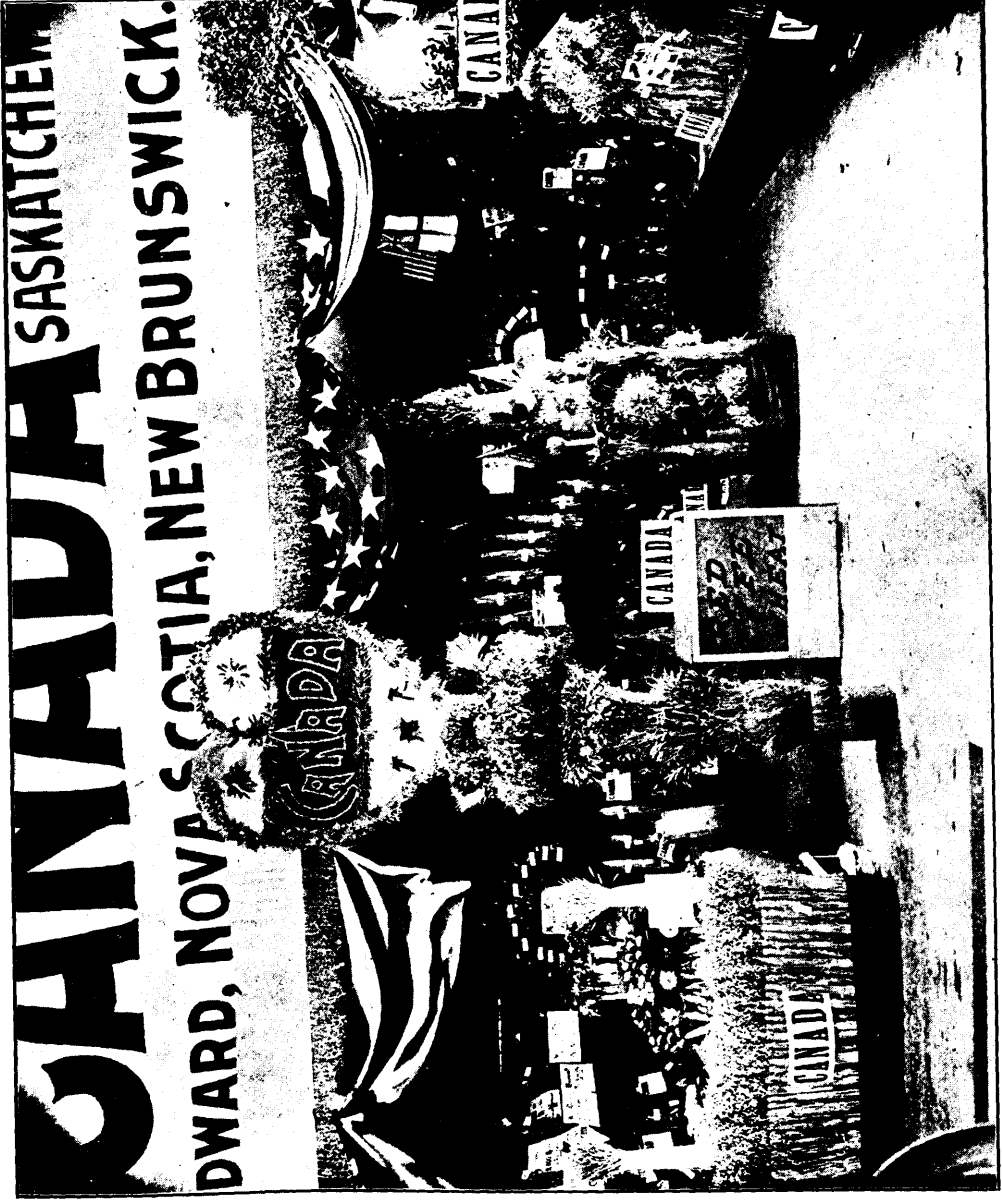
I found the residents of the whole State (except in a few cases) wholly unacquainted with our country, for the following reasons: 1st. There is no description of our country given in the geographies which are used in their schools. 2nd. Almost all the people came originally from the east and south.

I found the first thing necessary to be done, therefore in order to induce the people to move, was to educate them with respect to our country.

My plan has been to remain in the towns and cities for some time, and from there to visit the outlying districts, where I heard of people who were dissatisfied with their lot, and to distribute literature, where I found an opening for the same.

After doing this work for some time, I found out that on account of successive failures of crops, quite large numbers of the settlers were dissatisfied, and ready to give attention to what might be said about our Canadian North-West, but while this was the case, I became aware of one fact, that for this year at least would seriously operate against results, namely, that in many of the counties 50 to 75 per cent of the people were renters of their land and that all of their arrangements had been made for the year, in consequence of which few if any removals could be looked for. I found a very considerable number of people in prairie schooners moving around, hunting for a location, but with little capital outside of their immediate belongings, and therefore useless as settlers.

As the result of the experience gained in nearly two months of this work, I abandoned individual solicitation altogether, and undertook street meetings and the organization of Free Land Clubs of farmers in the principal county seats. This change of style of work was brought about by reason of having studied the habits of the people. I could, I felt, secure better results.



CANADIAN EXHIBIT, MINNESOTA STATE FAIR, SEPT. 6TH TO 11TH, 1897.

(See p. 86.)

Department of the Interior.

I found that the class of crops produced here require close attention most of the summer, and therefore the farmers are hard to reach, except on Saturday, when they gather in large crowds at all county seats to do business.

I tried various means of taking the best advantage of this state of affairs, and finally settled down to the meeting plan, and am now by this means able to reach large numbers of the people to discuss with them all matters relating to our country, settling as far as possible all objections raised, and distributing, free of expense, literature to interested parties.

The plan I adopt is to advertise the country by the use of dodgers, distributing them through creameries, post offices, personal work, and any other means by which I can reach all points of the country.

My meetings are held on the street every Saturday, and, if not too unfavorable weather, are usually attended by large numbers of farmers from all parts of the county and sometimes from adjoining counties. By this means I have been able to do the work of months in a single week, and so far see no other way by which I could so quickly and so effectually do the work of advertising.

One of the main objects sought to be obtained by these meetings is to effect an organization, having in view the distribution of literature and a general knowledge of the country, through the members of such organization, whose secretary, by virtue of his position, becomes an agent.

These organizations are known as "County Free Land Clubs," properly officered, and working to increase their membership by bringing in those interested in getting free homes, and with the idea of sending delegates to our country to report on its value and capabilities to their clubs.

This has proved so far to be effective, and had it not been for American railway rate discrimination in the matter of homesteaders' excursions to all southern points during the past summer, each club organized would have had their delegation report on the Canadian North-West ere this.

A few of these delegations, however, have visited our various North-West provinces, and returning gave such favourable reports of the country, that during the spring of 1898, many will, I am sure, be found moving there.

It looks on the whole, that when rates are adjusted to meet local discrimination in settlers' moving rates, a flow of emigration to our North-West provinces will set in, and gradually increase as reports are received from those who have gone ahead.

I have been well received throughout this State, and found the work both popular and pleasant. Those without lands have no hopes of becoming owners, and are surprised to find that lands of a good quality, can be had free in our country, while the only lands now available for them in their own country, are held for sale by corporations or land companies, or are in arid or semi arid localities, at from \$6 to \$15 per acre, in some cases water costing as much as \$2 to \$3 per acre per annum, having to be purchased as well, for irrigating purposes.

Our Canadian freelands are also popular with the general public, on account of the fact that a large part of the lands in this State (as the reaction from boom experiences some years ago) have fallen into the hands of outside owners, a large part of the balance being owned by first settlers, who have moved into the towns, in both cases causing tenants to be largely in the majority in many districts, who after paying rents (and with many failures in crops) have little left, and are not, nor can they get in a position to purchase the land.

Some of the other drawbacks the people here have to contend with are the following:—

1. High winds, caused by a too high elevation above sea level.
2. Too little rainfall, and not well distributed.
3. Large areas of sandy land, gumbo and stony soil.
4. Drouths.
5. Hot winds, prevailing for days at a time, when every kind of vegetation is dried up.
6. Insects' attacks upon small grains.
7. Inability to produce fruits in a large part of the State.
8. Sand storms, which prevail in many sections during the spring season.
9. Cyclones, with unusual atmospheric disturbances, during the early part of the year.

These, with still other objections, make it an afflicted country, and while many say "Kansas is good enough for me," large numbers talk strongly against the country and only wait a chance to change their place of abode.

The objections are not confined to crop failures and unpleasant winds, but extend to stock, of which large losses periodically take place by disease.

The hog cholera also is very disastrous in this State, and farmers suffer a great financial loss by having their hogs wiped out by this dreaded disease.

But while the above has been the experience of the past, quite recently the dairying interests have been brought to the front, and as a result a large number of creameries and cream stations are being placed all over the State, and it is realized that but for this the position of the average farmer would ere this have been one of absolute hardship. But even with this amelioration, much want and suffering is felt, and hundreds of families are anxious to move.

I beg to refer with much satisfaction to the value of our grain and grass exhibits at the State fair held at Wichita during the fall. Large numbers of the farmers of the surrounding country in Kansas and Oklahoma expressed much surprise at the quality of the exhibit, and some 1,500 gave their names for literature to be sent them, they feeling an interest in the country.

In conclusion I would say that while for the various reasons named above, small results have accrued from my work up to the present, yet I am of the opinion that great good will follow as the people here are made aware of the value of the Canadian North-West.

I am able to testify to the absolute necessity of encouraging delegations, and am glad to be able to say that the Canadian Pacific Railway Company have co-operated with us in this regard by giving free transportation over their lines, and the other Canadian roads have done the same.

I beg also to say that the visits of Mr. W. J. White, press and transportation agent, have been of great value in my work.

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

JOHN S CRAWFORD.

Department of the Interior.

No. 5.

REPORT OF BENJAMIN DAVIES.

ST. PAUL, MINN., U.S.A., 31st December, 1897.

To the HON. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—It affords me great pleasure to submit a report of the proceedings of this office from the date of its establishment, May 1st, to December 31st, 1897, in accordance with instructions.

TERRITORY

The territory under my jurisdiction consists of the States of Minnesota, North Dakota, and South Dakota, but in view of the fact that there are other agents of the Department at work in the Dakotas, I have devoted my time and efforts mainly to Minnesota. It would be safe to estimate that 300 persons emigrated from the two Dakotas and from the vicinity of the Minnesota boundary during the period this report covers, but I have no exact data in this regard.

As to Minnesota, it should be borne in mind that the idea of emigrating to Canada is an entirely new one to the people of this locality. Our country has never been advertised. Comparatively few people know that it is good for anything or that there are some of the finest farm lands in the world that could be obtained there free; and when they do know it the prejudice as regards the coldness of the climate, and untimely frosts has to be overcome, so that it would be unfair to judge of the possibilities for the future from the results obtained during the first eight months.

The result of our work will, I am confident, be shown in a large emigration during the coming spring and summer.

ADVERTISING.

In this branch we have done some very effective work. The following table shows the advertising matter distributed.

Description of Matter.	Number of Copies.
Pamphlets in English, Swedish and Norwegian	15,505
Advertising blotters	10,000
Newspapers containing letters from delegates	5,000
Newspapers commenting favourably about the State and County fairs	5,500
Circular letter giving leading facts	6,000
Sample packages of grain	1,500

This matter was well placed, being sent to farmers and farmers' sons whose names were obtained in the following manner:—

10,000 names from county auditors in different portions of the State of Minnesota.
2,210 names at state and county fairs.

12,000 names from lists furnished to me by correspondents, in the following manner: in answering inquiries, we always inclose a stamped and addressed envelope with a blank form on which the party addressed is requested to fill in the names of persons in his vicinity who contemplate emigrating.

585 names from letters in response to newspaper advertising, a species of advertising which I consider very profitable, as it gets at a class of people who are contemplating a change in location.

Another very effective method of advertising was by means of exhibits of the products of Canada at the various State and County fairs. Our exhibit at the Minnesota State fair held at Hamline, between St. Paul and Minneapolis was pronounced by many to be superior to anything else of the kind at the fair, and the remarks of surprise and astonishment which were quite common, indicated the benefit of our work. People heretofore had no idea that Canada could produce such wonderful and varied crops. This exhibit was split up and shown at county fairs held at the points indicated below. I also made good use of it when it came back to St. Paul by loaning it out to churches and schools, for decorative purposes, coupled with some allusion to Canada.

List of exhibits at county fairs:—

Town.	County.	Exhibited by.
State Fair Minn.	Ramsey	{ B. Davies W. J. White T. O. Currie. Alex. Norquay.
Waseca	Waseca	Alex. Norquay.
New Ulm	Brown	T. O. Currie.
Pipestone	Pipestone	T. O. Currie.
Garden City	Blue Earth	T. O. Currie.
Long Prairie	Todd	{ B. Davies. A. Norquay.
Aitkin	Aitkin	B. Davies.
Duluth	St. Louis	B. Davies.
Winnibago City	Faribault	T. O. Currie.
Blue Earth City	Faribault	T. O. Currie.
Litchfield	Meeker	B. Davies.
Yankton	S. Dakota	A. Norquay.

Letters have been received from farmers living in counties where it was impossible to exhibit this last season, expressing their regret that we did not reach their counties. These points have been noted for next season.

OFFICE.

Our office at 154 East Third street, St. Paul, is a splendid advertisement in itself, being decorated with grains and grasses received from the Honourable Thomas Greenway, of Manitoba, who with many others has expressed his approval of its arrangement. Grains and grasses were also received from the managers of the Brandon and Indian Head Government Experimental Farms, which were very fine indeed and have been set up in my office for inspection. The office is located in the business portion of the city and attracts many inquirers: in fact I may say I have recorded the names and addresses of 557 visitors who were attracted by our exhibit and advertising signs.

METHOD OF HANDLING EMIGRATION.

Our first efforts are made to secure the names of persons desiring a change of location. This has been done as shown above in three ways:—

- 1st. Through lists from county auditors.
- 2nd. At state and county fairs.
- 3rd. From letters of inquiry, sent as a result of newspaper advertising.

These names as soon as received are entered in a record which is arranged alphabetically by towns or localities. To all these persons an assortment of our advertising matter is sent.

Department of the Interior.

When on the road, the record referred to above is taken with me, and when in a town, by referring to it I can ascertain quickly all the persons in that town who have been communicated with. I then see these people personally, find out how they feel regarding emigration, and often select a sub-agent from them. It may be necessary to repeat the visit shortly after, as people like to have time to think such matters over and it may be six months or a year or more before a man will finally make up his mind. Advertising is a necessary part of the business, but it must be followed up by personal interviews to be successful.

I find I can quite often arrange to talk to a number of people at once by calling a meeting at a school house, and announcing my arrival some days in advance. This I do when I have a number of inquiries from the same place.

We are now experimenting in the matter of sending delegates representing large colonies who contemplate emigrating, and have obtained transportation over the C. P. R. for the following, with that object in view :—

Louis Parenteau,	}	Terrebone, Minn.
Louis St. Fere,		
Leon Lamont,		
John Clement,		
J. A. Lipinski, Scranton, Penn.		
Dennis Twohey, Austin, Minn.		

BUSINESS SECURED.

A detailed list of the emigrants sent to Canada as a result of this agency will be found hereunder, which foots up as follows :—

From St. Paul.....	25
Through St. Paul from eastern points	73
From points in this territory outside St. Paul.....	45
Estimate from N. and S. Dakota.....	300
Total.....	443

SETTLERS.

NAME.	FORMER ADDRESS.	DESTINATION.
H. L. Goodwin	Emerald, Wis.	British Columbia.
Laura Long.....	St. Paul, Minn.	Winnipeg, Man.
John H. Nelson.....	Zearing, Iowa.	“
John Smith.....	Merrill, Wis.	Unknown.
Wm. Stereness.....	“	“
Alex. Black.....	“	“
W. B. Bradshaw.....	Hutchinson, Kans.	“
H. T. Cross.....	London, England.	Winnipeg, Man.
Samuel Bricker.....	Abilene, Kan.	“
David Bricker.....	“	“
S. A. Bergendal.....	Duluth, Minn.	“
Oscar Johnson.....	“	“
R. Culby Menstad.....	Curtis Grove, Minn.	Portal.
Rose Jane Lizee.....	St. Paul, Minn.	Medicine Hat.
Cora “ 12 years.....	“	“
Albert “ 10 “.....	“	“
Archibald “ 5 “.....	“	“
Rose May “ 4 “.....	“	“
Blanche “ 18 months.....	“	“

Lalonde Peter	Duluth Minn.	Portal.
Cyprien Archambault.	"	"
Emil Peterman	Blue Earth City	Manitoba.
Byron Halcombe.	Arena, Wis.	Dauphin.
James Tarnaski	St. Paul, Minn.	Winnipeg.
John Replinger	"	Edmonton. Alberta.
Albert Horner	Cavilier, N. Dakota	Calgary.
J. B. Millar	Humbolt, Minn.	"
Thomas Gilman	Duluth, Minn.	"
C. M. Scott	"	"
Herman Neeb	"	Edmonton.
J. L. Morris	"	Medicine Hat.
Geo. Daggett	"	"
J. G. Banks	"	Portage la Prairie.
Geo. Stover	"	Red Deer.
Chas. Erickson	"	Wetaskiwin.
Alex. Nelson	"	"
Mrs. Ennis and child	"	Neepawa.
Robert Downey	"	Red Deer.
O. T. Jackson	"	McLeod.
Minnie Jackson	"	"
Frank Ennis	"	Neepawa.
Hugh McKay	"	Lethbridge.
Charles L. Page	"	"
Oliver Langevin	"	"
John Vaillin	"	"
John McCormick	"	Red Deer.
James Cuthbert	"	"
Robert Clark	"	"
N. Gilman	"	Lethbridge.
Mrs. Lalonde	"	Winnipeg.
Geo. C. Joanise	"	"
Sam. Bonton	"	"
Frank Bergeron	"	"
W. R. McDougall	"	Lethbridge.
Annie "	"	"
Isabelle " 9 years	"	"
William " 8 "	"	"
James " 6 "	"	"
John " 4 "	"	"
Nellie " 4 "	"	"
Florence " 18 months	"	"
Roy " 3 "	"	"
Paul James	"	New Westminster, B.C.
John Paterson	"	"
Xavier Langevin	"	"
F. X. Lennox	"	Rossland.
Fred Mortin	"	"
Lewis La Chappelle	"	Fair View.
H. Hetrick	"	Portage la Prairie.
H. M. Myles	"	Prince Albert.
C. K. Hall	"	Alberta.
A. N. Brindos	"	Portage la Prairie.
E. E. Brindos	"	"
J. F. Brindos	"	"
Fred R. Russell	"	Edmonton.
Thomas Wright	"	"
D. B. McDonald	"	"

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W. S. McKnight.....	Duluth, Minn.	Edmonton.
John S. Allen.....	"	"
Carl Sanderson.....	"	"
S. C. Anderson.....	"	"
Chas. Erickson.....	"	Calgary.
A. G. Mcauley.....	"	"
Samuel Thomas.....	"	Edmonton.
Henry Vilsmeier.....	"	"
Jennie Reid.....	"	Lethbridge.
John Reid.....	"	"
John E. Burge.....	"	Alberta.
Andrew Hanson.....	"	"
Patrick Phalie.....	"	Red Deer.
N. F. McDonnell.....	"	Alberta.
John H. Hickens.....	"	"
S. D. Cooper.....	"	"
Angus McDonnell.....	"	"
John Nelson.....	"	"
Patrick Greenham.....	"	Regina.
Jones D. McDonald.....	"	Alberta.
Issac Wylie.....	"	"
R. A. McDonald.....	"	"
John Forbert.....	"	Edmonton.
Martin Forbert.....	"	"
Clement Forbert.....	"	"
Louis Forbert.....	"	"
Geo. Lanigan.....	"	Portage la Prairie.
Arthur Gaynon.....	"	"
Peter Gurtun.....	"	"
A. J. Parker.....	"	McLeod.
J. H. O'Neil.....	"	Alberta.
Fred D. Knight.....	"	Manitoba.
H. J. Barnes.....	"	"
Geo. Lanigan.....	"	"
Orsan N. Janes.....	"	Lethbridge.
Mrs. Janes.....	"	"
Miss Janes.....	"	"
Son, 4 years.....	"	"
Daughter, 2 years.....	"	"
Myles Lee.....	"	McLeod.
John Sunberg.....	"	Wetaskiwin.
Albert Tetal.....	"	"
A. P. Wilson.....	"	Calgary.
Louis N. Joanise.....	"	"
Joseph Colt.....	"	Alberta.
Jas. Gondreau.....	"	"
Fred Monny.....	"	"
A. J. Beers.....	"	"
A. C. Jameson.....	"	"
J. P. Rossman.....	"	"
Albert Poinier.....	"	"
A. Abrahamson.....	"	"
Richard Farrell.....	"	Edmonton.
E. H. Breault.....	"	Alberta.
N. Paquet.....	"	"
Maxim Portugon.....	"	"
Jos. Du Brell.....	"	"
W. Hood.....	"	"

Peter Lalonde.....	Duluth, Minn.	Portage la Prairie.
Wm. J. Long.....	"	"
Mrs. Long.....	"	"
Daughter, 10 yrs.....	"	"
Daughter, 2 yrs.....	"	"
Laura, 7 yrs.....	"	"
Mrs. Annie McDonald.....	"	Lethbridge.
Daughter, 11 yrs.....	"	"
Daughter, 2 yrs.....	"	"
Mrs. Wylie.....	"	"
Daughter, 4 yrs.....	"	"
Son, 1 yr.....	"	"
Son, 3 yrs.....	"	"
R. C. McRae.....	"	Red Deer.
F. R. Hood.....	"	Winnipeg.
Nichols Fisher.....	"	Lethbridge.
J. N. Lindquist.....	"	Calgary.
Andrew Johnson.....	"	"
Issac Isaacson.....	"	"
R. T. Lawrence.....	"	"
W. M. Helmer.....	"	"
John Huggan.....	"	"
Tim Carey.....	"	Lethbridge.
Geo. H. Thompson.....	"	"
John Dalström.....	"	Wetaskiwin.
Otto Peterson.....	"	"
Ole Rehn.....	"	"
Henry Lindström.....	"	"
Gust. Lindström.....	"	"
August Emerson.....	"	"
C. L. Johnson.....	"	"
Aaron Lindström.....	"	"
F. C. Armstrong.....	"	Manitoba.
John Locking.....	"	Rainy Lake, Ont.
Xavier Leveille.....	"	Fair View.
Thos. Dalman.....	"	Edmonton.
Mrs. Dalman.....	"	"
Peter ".....	"	"
Christie ".....	"	"
Walter ".....	"	"
John ".....	"	"
Rosie ".....	"	"
Roger Maloney.....	"	"

SUB-AGENTS APPOINTED IN MINNESOTA TO WORK ON COMMISSION.

J. H. M. Parker.....	Duluth.	James McDermot.....	Fuld.
Alex. Williams.....	Willmar.	M. F. Sandquist.....	St. James.
L. V. Stone.....	St. Peter.	H. N. McGonegle.....	Waseca.
F. W. Johnson.....	New Ulm.	N. J. Sjölander.....	W. St. Paul.
Guy Ewing.....	Princeton.	Alley & Kouzen.....	Hallock.
Richard Beverstad.....	N. St. Paul.	Peter Johnson.....	Fosston.
Burt. J. Weld.....	Slayton.	J. L. Sheldrup.....	Wadena.
Breke McHugh.....	Minneapolis.	A. R. Kitts.....	Fergus Falls.
F. W. Simpson.....	Hutchinson.	Chas. S. Marden.....	Barnesville.
Frank Bujurske.....	Minneapolis.	M. S. Lillibridge.....	Crookston.

Department of the Interior.

STAFF.

The employees working in connection with this office during the past year have been as follows :—

Benjamin Davies, Canadian Government Emigration Agent for Minnesota, from May 1st to December 31st.

M. M. Dass, assistant, from 15th June to December 31st.

T. O. Currie, travelling agent, from 26th June to 22nd October.

Alex. Norquay, assisting at fairs, from 1st September to October 10th.

As regards those who assisted me, it affords me much pleasure to make a favourable report. With an equally good force the coming season, I will show much better results. Miss M. M. Dass has been of great assistance to me. I have been frequently obliged to go away and leave the office in her charge, and find she is thoroughly competent to look after the routine work. Some of the sub-agents have done good work, while others do not seem to be adapted to the business, and I will make some changes in these men, of which report will be made from time to time.

I have come to the conclusion that it will be absolutely necessary to have a good man whom I could keep on the road all the time, as a large portion of my time will be taken up in looking after delegates and intending settlers coming into St. Paul from other States *en route* to the Canadian West. It is imperative that they should be closely looked after, taken to my office and guarded every moment they spend in this city, as land companies of this State have their agents every where looking after just such men, and use every means in their power to induce those passing through to settle on their lands. This is a serious matter and can only be overcome by close watching.

I have been over most of the north-western portion of this State, visiting parties who applied for information, and others, also appointed sub-agents at important points, and find there is a growing healthy feeling regarding the Canadian West.

The prospects for emigration are very good indeed, and I am satisfied they will be fulfilled in the coming season.

I have the honour to be, Sir,

Your obedient servant,

BENJAMIN DAVIES.

No. 6.

REPORT OF C. J. BROUGHTON.

1223 MONADNOCK BLOCK, CHICAGO, ILL., U.S.A., 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit a short report of work done in this district since May, 1897. While there have not yet as many people gone from this district as we would desire, those who have gone are well satisfied with their lot in their new homes, and as they were nearly all heads of families, we can be sure of a great number of their friends and relatives.

For the first four or five months my work was chiefly organizing in the district, answering inquiries and appointing sub-agents. The advertising which is now being done by the Department will greatly help us, not only by receiving the answers, but also by learning addresses of the people, and personally calling upon them to arrange for meetings and give them all information; this will occupy nearly the whole of my time from now on.

In my opinion the outlook for the coming year is very bright, a good many families will leave in the spring, a number during July and August and a few in the fall. The work of this office has so far been among people who are termed "renters," and sons of farmers who have not yet left home to settle on their own land. The renters have been paying from \$2.50 to \$3.00 per acre rent for years, and find that they are making nothing out of it. They are the ones who wish to go to a new country, and get land of their own for nothing, and to them we are devoting our best attention.

It has been rather up-hill work, for the reason that the railroad rates are pretty high, averaging say \$26 per adult, which, to a man with a large family would be almost prohibitive, but this may be altered the coming year. Since the month of May, 62 heads of families have left from this territory, and the indications are that in the spring there will be 100 people or more, move; but with the advertising that is now being done, our country being properly brought before the people, it is only a matter of a short time before you will see good results, because one family going out and being satisfied, means in many cases, at least four more families to follow. I make it a point, when possible, to see personally every person who makes an inquiry, and this necessitates my being out of the city, generally speaking, five days in the week.

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

C. J. BROUGHTON.

Department of the Interior.

No. 7.

REPORT OF W. RITCHIE.

GRAFTON, N.D., U.S.A., 1st January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you the following report of work done by me during the past year, or since 1st April, 1897.

I have visited nearly every county in the State of North Dakota, distributing maps and pamphlets where I thought they would do some good. From 1st April, 1897, to 31st December, 1897, I have sent in 549 settlers to the Canadian North-West. Most of these settlers are Canadians returning to their native land. Nearly all of them have considerable means, either in cash or farm stock or both. The prospect for next season I consider very much better than 1897.

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

WM. RITCHIE.

No. 8.

REPORT OF THE REV. FATHER PARADIS.

DOMREMY, ONT., 8th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—The immigration work in my colony of Domremy, near Verner, Ont., has been a good one this year, though I made no special advertisement or canvassing. My repatriation policy is not so much a coaxing of strangers as the application of a system to make the settlers already here well satisfied with their lot, because the immigration work would be a vain one if our immigrants would not persevere in the country; and, in fact, by working successfully to give my settlers a saw mill and a grist mill at Domremy I have contributed more to the increase of our population this year than by monthly visits across the line.

The records of new families which have arrived and settled in this colony and vicinity since January last is 41, making an actual increase of 200 souls. Of that number 14 came from the Province of Quebec, and the rest from the Western States. They are all people with some means and good steady farmers, and they are all satisfied with the country. With regard to the old settlers, these have more than doubled their little estate in the two years or more they have been here. I have introduced among them the cultivation of wheat which has proved a decided success.

Very unfortunately the destruction of both my saw and grist mills by fire last April has caused a serious damage and retarded our progressive march. Nevertheless, we have not yielded to discouragement, and with patience and energy and the little help I could derive from my monthly grant from the Department, I have partly rebuilt, and I expect that before six months there will be no trace of the sad conflagration.

Hoping that your Department will continue to encourage my efforts in the development of this colony, I have the honour to join all my grateful settlers in their thanks for your benevolent assistance.

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

C. A. M. PARADIS.

Department of the Interior.

No. 9.

REPORT OF THE REV. FATHER CORBEIL.

(Translation.)

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I send you herewith a short report of my labours during the last six months. I may in the first place remark that the French colonization movement to Manitoba, which was at a standstill for a few years, has revived again in a very encouraging manner, and I feel sure that we will see satisfactory results next spring, because from the United States, as well as from parts of Quebec and Ontario, a crowd of French Canadian families will go and settle in our rich province. That is what is clearly indicated by the large number of letters I am receiving.

The people who will come to Manitoba next spring will be from Michigan, Ohio and New York. One Mr. Alex. Gourre writes me from Berlin Falls, N.H., that several families will come from there, and I have sent him all the information necessary. One Mr. J. B. Bouffard writes me to the same effect from Salem, Mass. From West Warren, Mass, I have received the following letter:—

“Rev. O. Corbeil,
“St. Adolphe, Man.

“REVEREND SIR,—We, the undersigned, desire to settle upon land in Canada especially in Manitoba, near Winnipeg, or in the North-West, near Edmonton.

“We believe that you could be of great assistance to us in the selection of a location, by using your influence with the C.P.R. authorities to grant a pass to Dr. J. A. Charest of West Warren, Mass., whom we delegate to visit the two said districts and report to us thereupon.

“If this report is satisfactory, several of our Canadian families of West Warren and vicinity would be happy to return to our dear Canada.

“We count upon your active assistance for the success of our enterprise.

“Your most humble servants,

“ADOLF BENOIT,	“REMI DELARGE,
“PIERRE LAPLANTE,	“EUSEBE PRATT,
“ALPHONSE GUYON,	“JOSEPH PELLETIER.”

I also enclose to you the interesting report of two delegates from Croghan, N.Y., Messrs. Jules Pate and Jules Monat.

In addition to two excursions which I arranged in July and August, with some thirty people, and which I accompanied from Montreal to Winnipeg, I have sent, nearly each week, one or two families to the North-West. About the middle of October I sent from Montreal, and accompanied as far as Ottawa, Mrs. Alp. Champoux with four children, Mr. Hebert and his wife, Mr. Fred Lacourse with his wife, five children and niece, who are all to-day settled at Fannystelle.

A large number of French Canadians from the United States have taken land in Manitoba; one Mr. Martineau and two others have come from Dakota to settle at Ste. Agathe; at St. Adolphe, where I am at present, Jules Chevalier with his wife

and four children, A. Pilon with his wife and four children, Victor Coté with his wife and two children, all from St. Joe, North Dakota. In a new parish between St. Pierre and St. Jean Baptiste, which we call Ste. Elizabeth, ten families have come to take up land and have commenced to break the prairie. They came from Dakota last spring to reside there. In all the other parishes there are some families that have come, but I have neglected to take their names or have forgotten them.

This, in short, is an account of the current year's work and of our expectations for the next spring.

I have the honour to be, Sir,
Your humble servant,

O. CORBEIL,
Priest.

(Letter appended to report of Rev. Father Corbeil.)

(*Translation.*)

REV. SIR,—It is with pleasure that we address to you this report of our journey to Manitoba.

We were delegated by some thirty families of Croghan, N. Y., to go and look over the lands of Manitoba; and you have had the kindness of procuring for us two passes over the Canadian Pacific Railway from Prescott to Winnipeg, for which you have our best thanks.

It may be said that the Canadian Pacific Railway Company favours with the utmost good will your labours in repatriation and the French colonization of Manitoba. We have had during the journey all the comforts that we could wish for, and the same advantages are offered to all colonists. In the cars, we received from the conductors all the assistance that we asked to make the journey comfortable, and we found all the officials of the company affable, civil and anxious to give us all information desired. We arrived in Manitoba at a good time to gain all useful and necessary information. It was during the time of the Provincial exhibition and before the beginning of the harvest.

We visited the exhibition and we never saw such beautiful products as were exposed there. The grain samples, of oats, barley and pease, could not be surpassed in any exhibition in Canada or the United States. It is our opinion that a person could not find anything even to come up to the products exhibited. The animals that we saw there were the very best types of the best breeds. We believe that the raising of cattle in Manitoba gives to the agriculturists equal satisfaction with grain growing, that is to say we have come to the conclusion that Manitoba is the best country in North America for mixed farming. We afterwards desired to visit the lands for sale or to rent. We commenced at the "Seigneurie." This immense tract of land belongs to the archdiocese of St. Boniface. The soil is of a richness, and a fertility inexhaustible; the land is all prairie covered with magnificent hay. For a location it is one of the most advantageous in Manitoba. The lands are sold at very low figures and upon conditions exceptionally advantageous. We recommend especially these lands to our compatriots for settling. Some farms are already taken, and we admired upon their fields the rich harvests that were being prepared for cutting.

We then visited some parishes upon what is called the Red River Valley, especially the farm belonging to the Trappists at St. Norbert. We found, there, what we had admired at the exhibition at Winnipeg. It is a model farm, and there is none better in the whole of Manitoba we were told. There were fields of wheat giving 40 to 45 bushels to the acre. Also very fine cattle, horses, cows, swine, etc., all of the best breeds.

We regret, however, to say that apart from this we saw many farms badly cultivated; the agricultural implements, such as mowers, rakes, wagons, etc., left in the

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fields, all rusty, having passed the winter in the ditch. All this we understood was lost money, and we were surprised to see that the farmers who were so careless were not ruined; but this may perhaps explain why so many farms are for sale in Manitoba. All those who want to work, all those who are economical, succeed very well in Manitoba. This is the testimony of all of whom we have made inquiries.

Such are, Rev. Sir, our observations. We return delighted with our journey, and perfectly decided to take up land in the spring, and to advise those who delegated us to hasten to settle in Manitoba, where they will soon find the life easy and light as do all the business-like farmers labouring and already settled there. We have seen persons who have come to Winnipeg with a few cents or dollars only, after 5 or 6 years owners worth \$3,000, and who have always lived comfortably since their settlement. Examples of this kind are plentiful, and make us feel happy and confident of a happy and prosperous future in that country.

Accept, etc., etc.,

(Sgd.) JULES PATE.
JULES MONAT.

CROGHAN, N. Y., 31st July, 1897.

No. 10.

ANNUAL REPORT OF THE GENERAL AGENT OF THE COLONIZATION
AND REPATRIATION SOCIETY OF THE
PROVINCE OF QUEBEC.*(Translation.)*

MONTREAL, 3rd January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour as General Agent of the Colonization and Repatriation Society of the Province of Quebec, to submit to you the report of the operations of said society during the year 1897.

In my report of the previous year which was as usual inserted in the blue book of your Department, I entered into an explanation of the nature of the society's work, the methods used and the results obtained during the three years of its existence.

The work and its results I am pleased to state once more exhibit a steady progress and demonstrate what could be attained with increased departmental encouragement.

During the year 1897, the total number of settlers established by the efforts of the society, in the different districts of colonization in this Province, ran up to 2,146. During 1896 it was 1994, which shows a slight increase in the number of persons registered at our offices. In fact, the increase of the business of the society is considerably greater than is thus indicated; so much so that we have found it necessary to double during the last season the colonist excursions to all regions suitable for settling. All these excursions have met with gratifying success. They have brought hundreds of colonists of whom it has been impossible to keep an account, and it may be said without doubt that the numbers given herein hardly furnish an idea of the movement of the people towards the new territories.

At the end of each month, "Le Colonisateur", the Society's organ, publishes a bulletin indicating the former homes and the destination of the people registered as colonists at our bureau.

The distribution of our colonists has been as follows:—

Labelle District.....	1515
Lake Temiscamingue.....	355
Lake St. John.....	124
Lower St. Lawrence.....	15
Matapédia.....	26
Northern Ontario.....	111

Total..... 2146

Persons desirous of going and establishing themselves in the great Canadian West, and who write the society, we generally refer to Mr. L. O. Armstrong, Colonization Agent of the C. P. R., and to the Rev. Messrs. Corbeil, Brousseau and Morin, these gentlemen being indefatigable in directing the settlers to favourable districts and assisting them in their efforts to make a decided success.

It is superfluous to repeat here the account formerly given of the organization of our offices, which always form a centre of an active propaganda and whose clients increase in number from year to year.

Department of the Interior.

Our organ "Le Colonisateur," which has already been mentioned, is a very effective publishing agent. Outside its regular subscribers, whose number is steadily on the increase, and the members of the society who have the right to it regularly, the "Colonisateur" is distributed free to the extent of 3,000 copies to subscribers of the different colonization societies in the Province of Quebec, and to members of national societies, clubs, etc. in the U.S., the balance of each issue being distributed at our offices and to the audiences at public conferences. Special care is given to the editing of the journal, and it gives me pleasure to refer to the great assistance in this regard rendered us by the Rev. Father G. Dugas, formerly missionary in the west, where he acquired great knowledge in these matters. Our plan of holding conferences in various centres has proved one of our best methods of action. More and more inquiries and remarkable results accrue therefrom. We have made great efforts to satisfy all who would like to have conferences held in their neighbourhoods, and the interest in same has been widespread and well sustained.

The prospects are better than ever, and for two reasons, first, on account of the improvement in agriculture and general business in Canada, and secondly, because a labour crisis threatens the New England States, where Canadians, formerly agriculturists, are to be found in considerable numbers, who will soon be face with a condition which will render them very willing to avail themselves of the advantages offered by us in Canada. Already some groups have come back to us, and the repatriation movement will very soon, I am sure, be such as it has never been in the past.

But there exists a serious obstacle, which I may here mention. There is great need of roads in nearly all the districts open to colonization in the Province of Quebec, and in many parts of Ontario, and it would not, in my opinion, be advisable to extensively push the colonization movement and above all the repatriation movement before this evil is removed.

Where people go in in advance of the making of roads a thousand difficulties arise in the way of locating them satisfactorily. This, however, is not a reason sufficient to lose courage from. Liberal efforts have been made already in many districts, and it should not be impossible to find the solution of the question.

With a view to allowing the society to continue its efforts, I have the honour to submit to you its respectful solicitation for a continuance of the departmental subvention, and to express at the same time its deep gratitude for past favours.

I have the honour to be, Sir,

Your obedient servant,

T. A. BRISSON.

No. 11.

REPORT OF THE REV. FATHER MORIN.

MONTREAL, 15th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you my seventh annual report, on my work of colonization and repatriation in the Territories of the North-West.

The year which is just over was remarkably favourable to colonization: the good harvest which we have had and the remunerative prices which we received for our products have brought great prosperity to our colony.

The want of a market and the difficulties of communication for some time disturbed the general confidence. To-day, these two obstacles have disappeared, and we are in a position to say that we enjoy all the advantages which a new colony can be ambitious of having.

Everything points to the early development at Edmonton of mineral resources and the establishment of woollen manufactures, also of cotton and of shoes, etc. Our population can then buy at a reasonable price the articles for which we have heretofore had to pay high on account of the long distance which lay between us and the manufacturing centres.

The work on the bridge over the Saskatchewan is far enough advanced to let us hope to see its completion early in the summer. The bridge once constructed, the railway line will be continued from Edmonton to the old Fort Assiniboine on the Athabasca River, passing by our colonies St. Albert, Morinville or Riviere-qui-Barre. These projects realized, we shall have a yet better market to which to send our products, being then in easy communication by land and water with the great gold-bearing regions of the far North. An evident proof of the progress which has been made in the district of Edmonton, is the establishment of two new banks in our little town, (we already possessed two.) The object of these institutions is not, and cannot be, to receive our modest savings, but rather to furnish us with capital to develop the abundant resources of our district. To-day, it is the general impression, an impression which can be read on all faces and is to be found on all lips, that an era of prosperity, of abundance, of well-doing, awaits us in a short time.

In the course of last spring we lost about twenty families. These good people had come from the United States to the North-West with the idea of making their fortunes very quickly, and being disappointed in this expectation they caused us the sorrow of seeing them return to their former homes. A few, three or four, have since come back to us, however, happy to find again the homestead and the modest hearth—the others will come back shortly—we await them.

The general census which I have just finished, shows a perceptible progress in all the colony: there is more land under cultivation of a better kind, the herds of cattle increase in numbers, the farmer is providing himself with agricultural implements and repairing his buildings; new roads are opened, bridges constructed, schools and churches built, in a word, all goes on wonderfully.

The tourist who visited the district some years ago would not recognize it to-day, so much has its aspect changed, and great would be his astonishment at the work accomplished. The colony only dates from yesterday, so to say, it has progressed quietly and without puffing, but to-day it feels the necessity of advertising itself more widely in order to secure further and more rapid growth and progress.

The telephone which connects Edmonton with Morinville works very well and is a great boon to us.

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We should very much like to see all our colonies connected in the same way, and if the Department of Public Works would grant us the wire and instruments, the settlers would quickly and very willingly cut down, cart and put up the poles and put the line in order. It would be greatly to the advantage of the police service, the Indian Department, and to the general administration of the colony.

Amongst the settlers who come to us from the United States, those who succeed the best and are best satisfied with their new surroundings, are those who have had some practical experience of farming on the other side.

Kansas, Minnesota and Dakota have supplied us with good contingents. These old farmers are better fitted for the agriculture of the West, they are accustomed to the system of surveying and are satisfied with it, they are men of business and show larger views in regard to everything that affects the common welfare and the development of the district.

Our work of repatriation is not without its difficulties, and requires to be carried on with much discretion. The numerous advertisements published by your Department and by the Canadian Pacific Railway Company have caused the North-West to be known a little everywhere, so that we are not surprised at receiving requests for exact information from all sides,—they come to us even from South America. The greater number of the inquirers, however, are not of the class best fitted to come among us, or to take homesteads and settle with any chance of success. Some of them have not the necessary skill to cultivate a farm, others have not the means to procure on their arrival the things which are indispensable to a farmer. It is then our much to be regretted duty to discourage some of these people from coming to our North-West, people who would be disenchanted in the very beginning, and would then go back discontented with the country, with themselves, with the Government and its agents, the complaints of these discontented ones doing immense damage to our immigration interests.

I consider that a colonist, father of a family, who has not sufficient capital to buy, on arrival, some cattle, some agricultural implements, provisions for some months, etc., a capital I should appraise at from \$500 to \$600, would find it very difficult to raise himself from a condition of poverty on his farm.

Work, it must be remembered, is scarce enough among the farmers and the poor man is not able to leave his family and go a distance to work and earn wages, and if he does no progress is made on the farm.

I should speak otherwise to a young unmarried man, for such a one could earn good enough wages beyond the colony, make improvements in due course on his land, spend every six months fulfilling his conditions of residence, and go back to earn the necessary money for settling down.

The cost of transportation of settlers and their effects on the railways, is a serious hindrance to colonization. On account of the great distance from the centres of population where we recruit our colonies the settlers are obliged to spend large amounts of money to reach the North-West. Suppose a family of ten persons buy 7 tickets from Massachusetts to Edmonton they would have to pay out close on \$300 to the railway companies; this sum often represents the entire fortune of the poor colonist.

If your Department could by any possible means discover and adopt measures for procuring for these good people, anxious to settle on our beautiful lands, the means to take them to our colonies without having to expend three-fourths of their small capital, I could undertake to bring out to the North-West more than 200 families yearly, families that would bring with them sufficient capital to settle down comfortably with.

I had this autumn the pleasure of being accompanied by a representative of one of our great French papers in Montreal. By means of well written and interesting correspondence published weekly and signed by a well-known writer, we were able to reach a large number of French readers who until then were not aware of the great advantages offered by our district to colonization.

A very efficacious means of attracting the attention of, and interesting friends, is by exhibiting to them photographs illustrating the different Canadian centres. The views, which I chose and took myself, represent wheatfields, herds of cattle, roads, houses and outbuildings, schools and churches, and this method has succeeded wonderfully.

The gold fever, which draws so many towards the Klondike, has thrown thousands of dollars into our district. The numerous caravans which passed by Edmonton and followed the land route, provisioned themselves amongst us. It is not necessary to say that all the population of the district wishes that this land route may be adopted by the Government, improved and rendered practicable as far as the rivers which flow westward.

In the course of the year I have made four trips to the North-West, always accompanied either by visiting delegates or by colonists going out to settle definitely.

I have made two trips to the Eastern States, visiting Fall River, Providence, New Bedford, Boston, Manchester, Lowell, Fitchburg and other places. I have also given lectures on colonization at Ishpeming, Chassell, Houghton, Lake, Linden, Calumet in Michigan, as well as at Washburn, Hurley, Tomawak and Woodruff in Wisconsin. Everywhere I found numerous families well inclined to come to the North-West, but who had not the necessary capital to settle properly. I repeat it, the tariffs of freight and tickets absorb all their means.

In concert with a friend I have been able to give to our populations of the North-West an official organ, in which the colonization society of the district of Edmonton, of which I am the general manager, can make itself known, have its say and loudly, and say everywhere that our country is incomparable as regards farming, and raising cattle, and advocate the other advantages which interest the farmer. The journal which will fulfil this object is named "The Canadian West," it is edited by Mr. F. Villeneuve, advocate, formerly of Montreal, and I have the pleasure of calling myself the principal collaborator. This paper ought to render great services to our cause.

Your Department has been put in communication with Mr. Calage of the Argentine Republic. Mr. Calage appears to possess a certain prestige, and to exercise influence over about ten families. He will be ready to embark for Canada and the North-West as soon as he has received the requisite information.

This year I issued 37 immigration certificates in favour of Canadian-Americans.

I have received 428 letters, to which I replied either by letter or by sending pamphlets and publications giving all the information asked for.

I have distributed about 1,000 publications by post, and a greater number during my lectures.

Since my return from the North-West on the 17th December, I have received more than 100 visits of inquiry at my office, which made it very difficult for me to find time to make out the present report and the annexed tables.

I offer my most sincere thanks to the officers of the Canadian Pacific Company for the kindness and the attention shown on my behalf.

The following is a statement of the market prices at Edmonton:—

Pork per 100 lbs.	\$ 5 00 to	\$ 6 00
Flour " "	2 50 to	2 75
Beef " "	4 00 to	5 00
Butter, per lb.	20 to	25
Cheese " "	10 to	12
Tea " "	25 to	40
Coffee " "	25 to	30
Sugar " "	8 to	10
Soap " "	8 to	10
Tobacco " "	25 to	50
Eggs, fresh, per dozen	18 to	25
Syrup, per gallon	50 to	60
Salt " "	70 to	80
A stove and utensils	25 00 to	35 00
A wagon, light	45 00 to	50 00
" double	70 00 to	80 00
Pair of sleighs (double runners)	20 00 to	30 00
Harness, single	15 00 to	20 00
" double	25 00 to	35 00

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Machine for mowing	\$ 70 00 to	\$ 75 00
Hayrake	20 00 to	25 00
Reaper	80 00 to	100 00
Saw	1 75 to	1 80
Plough with seat	55 00 to	60 00
" for breaking	18 00 to	25 00
" for old land	15 00 to	18 00
Harrow, with discs	35 00 to	40 00
" per section	4 00 to	4 50
Seeder, with drills	50 00 to	60 00
Pair of horses (1,000 lbs.)	100 00 to	125 00
Pair of ponies	40 00 to	50 00
Yoke of oxen	75 00 to	90 00
Milch cow	25 00 to	30 00
Yearling cattle	8 00 to	10 00
Workman per month	20 00 to	25 00
" " day	1 00 to	1 50
Servant maid per month	6 00 to	10 00
" " day	75 to	1 00
Working carpenters, per day	2 00 to	3 00
Masons, per day	4 00 to	5 00

The price for sawn wood varies according to the quality ; we import excellent "fir" from British Columbia, which gives entire satisfaction and may be compared with the fine pine of the Province of Quebec.

This timber sells as follows :—

Plank, dressed, per 1,000 feet	\$ 10 00 to	\$ 12 00
Plank, not dressed, per 1,000 feet	10 00 to	11 00
Timber for flooring, do	18 00 to	20 00
Timber for ceiling, do	15 00 to	18 00
Timber for wainscot, &c., do	15 00 to	20 00
Laths per 1,000, do	2 00 to	2 75

In the buildings in the country timber cut and prepared in the country is used ; white and red pine ; for the town timber imported from British Columbia is most used ; this timber costs a trifle more but has a better appearance.

These prices, as well as those of the merchandise enumerated above, are subject to marked variations during a short space of time.

PRICE OF GRAIN.

Price of grain in autumn during the months of October, November and December : Wheat, 50, 60 and 70c per bushel ; oats, 20, 22 and 25c per bushel ; barley, 22, 24 and 25c per bushel.

Note.—It must be remembered that the market prices at Edmonton are not yet regularly established, but they are more settled than during preceding years.

From the table annexed it will be seen that the colony is composed of 530 families, forming a population of 2,122 souls, sub-divided into 1,305 adults and 817 children of whom 1,196 are of the masculine and 926 of the feminine sex.

THE COLONY POSSESSES

1,580 horses, 3,636 head of cattle, 1,454 sheep, 3,048 pigs.

We have harvested this year :—85,408 bushels of wheat, 214,709 bushels of oats, 60,109 bushels of barley and 42,493 bushels of vegetables. We have put 10,713 acres of land under cultivation and broken 4,724 acres.

Here is our balance sheet, and after 6 years of work, I think we have reason to be satisfied with the result.

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

J. BTE. MORIN,

Priest.

GENERAL CENSUS OF THE FRENCH-CANADIANS IN THE DISTRICT OF EDMONTON.

Colonies.	NUMBER OF SOULS.					SETTLED ON HOME-STEADS.	LIVE STOCK.				BUSHELS HARVESTED.				ACRES OF LAND.		
	Total.	Adults.	Children.	Male.	Female.		Families.	Horses.	Cattle.	Sheep.	Pigs.	Wheat.	Oats.	Barley.	Vegetables.	Cultivated.	Broken.
St. Albert	509	280	249	300	200	79	313	766	264	506	12,803	39,174	11,311	5,388	2,041	928	
Fort Saskatchewan	428	254	174	229	199	113	352	912	220	514	28,610	45,040	18,378	8,040	2,357	1,154	
Morinville	295	191	104	180	115	100	333	656	462	606	9,840	53,035	8,925	9,275	2,306	1,275	
Beaumont	227	145	82	119	108	51	141	351	79	250	6,375	12,695	1,550	7,550	676	281	
Edmonton	202	145	57	100	102	58	142	226	46	249	5,400	28,450	5,250	2,985	1,146	605	
Riviere qui barre	165	118	47	100	65	51	153	421	352	420	9,700	22,630	7,200	6,050	1,105	210	
St. Pierre	122	79	43	65	57	35	113	215	11	400	11,260	11,560	5,970	2,570	957	226	
Stony Plain	124	82	42	72	52	32	83	109	20	73	1,420	2,125	1,525	635	145	45	
Vegreville	50	31	19	31	19	11	33	109	20	73	1,420	2,125	1,525	635	145	45	
Total	2,122	1,305	817	1,196	925	530	1,580	3,636	1,454	3,048	85,408	214,709	60,109	42,493	10,713	4,724	

J. BTE. MORIN, Priest.

Department of the Interior.

No. 12.

REPORT OF C. O. SWANSON.

(SPECIAL SCANDINAVIAN AGENT.)

WATERVILLE, P. Q., 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I beg leave to submit my report for 1897. I do not think it necessary for me to make a lengthy report, or go into all particulars, as you have had a monthly report from me, and also a special report of my trip to Sweden.

Last February I made an extensive trip through the Western States; the result, however, not being as good as I could have wished,—but it was not a failure altogether, as we are now getting immigrants from the States I visited every month.

I made two trips through the Eastern States with about the same results, and two trips to Alberta with settlers; visited the different colonies, and found the settlers doing well and contented. I should say that we have about three thousand Scandinavians settled in Alberta at present. Most of them have come from the States. I received from a good many of them letters and reports as to how they were getting along. Have had these printed, and am now sending them out both to the States and to Sweden, as far as we can gather addresses of Scandinavians, which I am sure will do good to our work.

I brought only twenty-three immigrants with me from Sweden, but have had a good many come since. Have brought out sixty-two servant girls from Sweden during the past year, and they are giving good satisfaction wherever they are placed, and I have a great demand for them all over the country, from Halifax to Vancouver.

Judging from my correspondence, we may expect a large Scandinavian immigration from the States next year. Have had letters from some parties who have been waiting for two or three years, until they could sell their property, and have now done so and are coming to Canada next year.

Now in conclusion, I wish to express my sincere thanks to the officials of both the Canadian Pacific Railway and Grand Trunk Railway Companies, who have always shown me great consideration.

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

C. O. SWANSON.

No. 13.

REPORT OF WILL. J. WHITE, PRESS AND ADVERTISING AGENT.

DEPARTMENT OF THE INTERIOR,

OTTAWA, 29th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report of my work in the Western States during the past seven months.

THE PRESS ASSOCIATIONS.

In accordance with instructions, and after correspondence with Sir William Van Horne, President of the Canadian Pacific Railway, during the months of June and July, 1897, the States of North and South Dakota, Minnesota, Illinois, Wisconsin and Michigan were visited for the purpose of calling upon and becoming acquainted with as many of the newspaper publishers residing therein as possible. This was done with the object of securing the influence of individual members of the Editorial Associations in these States, that the same might be exerted in the direction of having these organizations accept an invitation to take a trip during the summer over the Canadian Pacific Railway, westward through the agricultural and other districts of Western Canada, that their resources might in this way become more thoroughly known. Very little difficulty was experienced in securing the co-operation of the editors and in nearly every case there was an assurance of hearty co-operation. Most of them, however, had completed arrangements for their 1897 trip, and in consequence it was not possible for them to take advantage of the proposed Canadian trip. The importance of securing a visit from these associations was felt to be so great that instructions were then given to enlist their services for the year 1898. This was done in the case of the States of Illinois, Minnesota and Wisconsin. Many of the members had already been seen and they were prepared at the summer meetings to discuss the invitation extended with a full knowledge of what was expected of them in accepting it. Considering the inducements that were offered to make the trip of 1898 in another direction, it is satisfactory to be able to state that resolutions were passed by the associations in the three States above mentioned accepting the invitation to take the trip through Canada extended on behalf of the Government of the Dominion of Canada, and the Canadian Pacific Railway Company. There is reason to believe that the Dakota and Michigan associations will also accept, and that during the coming summer as many as five Editorial Associations, representing over a thousand newspapers, will visit Western Canada.

In bringing this about the opportunity was embraced to direct the attention of the American press to the splendid state of affairs in Canada, and also to the advantages that Canada possesses for the settler with limited means. It was thus possible to secure considerable publicity to many matters interesting to have made known, and at the same time bring about friendly relations with the press in the districts in which the Government agents are at work.

During the past year the amount spent in advertising was small and confined to a few newspapers in the immediate districts in which the agents of the Government were

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located. It is proposed to extend this during the coming year, and there is every reason to expect that the results, in the way of applications for information, will justify any expenditure that may be involved.

METHODS ADOPTED BY AGENTS.

Besides giving attention to the work above mentioned, the Government immigration agents in the United States were all visited twice, and some of them three times during the period in question—July and August. They were, without exception, found to be performing their work with intelligence and with the purpose of achieving the very best results possible. Where it was possible they were holding meetings and filling all requests for literature as promptly as they could. In cases where it was thought possible to secure a settler by a personal visit, the agent visited him immediately. Every opportunity to secure settlers was embraced. Different methods were adopted by the agents in endeavouring to attain the object they had in view, and while it might seem desirable that there should be a uniformity of method, it was quite evident to the Department, ever since the commencement of the work last spring, that results could best be obtained by allowing the agents to pursue whatever legitimate means were best adapted to the circumstances surrounding them. The agent in Kansas is meeting with success by conducting outdoor or street meetings in the chief towns of the district in which he is located on Saturday afternoons, it being the custom of the farmers to visit the county town on that day. Farmers' clubs are being organized throughout the State, the members of which are furnished with literature and all necessary information regarding Western Canada. In this way a large number is reached with the same effort as would be required to reach a few. While, however, this is looked upon as an excellent plan and one certain to be successful in Kansas, there is some doubt as to whether it could be satisfactorily followed in other States. The plans, therefore, are as numerous as the districts in which work is being done.

Conditions were noted that might exist, favourable or otherwise, in connection with the work in which the agents were engaged, and, in accordance with instructions such were reported to the Department for the necessary action to be taken thereon. This has led to the opening up of other territory for the pursuance of work, and from which it is anticipated excellent results will follow, and has necessitated the changing of the location of some of the agents to more suitable districts.

EXHIBITING AT STATE FAIRS.

Early in the month of August, it was decided by the Department to take advantage of several of the fairs to be held in the Western States, and to make use of them for advertising purposes. Permission having been secured from the fair officials to make an exhibit of the resources of Western Canada, and the requisite space being granted, some time was occupied in getting exhibits together, such as would be creditable to the Dominion, and as the first of these fairs was to be held in the first week of September, little idea can be given of the amount of work that was entailed upon those to whom the task was entrusted. The efforts made, however, were successful, and the exhibits put in place in a tasteful and attractive manner. These were made at the State fairs in Minnesota, Michigan, Nebraska, Kansas and South Dakota and at each a large amount of immigration literature was distributed and a photographic display made of farm and other scenes in Western Canada. Besides the advertising done in this manner, the exhibits were such a successful and attractive feature that they brought forth from the officials of the several fairs very flattering remarks, which were embodied in letters addressed to the Department. The value of these exhibits, as a means to practically illustrate what success follows farming in Western Canada, cannot be over-estimated. Wherever they were shown they aroused great interest, and it is pleasing to be able to state that the agents of the Government received most courteous and gentlemanly treatment from the State fair officials. The readiness with which they complied with any reasonable request, made the work connected with the business of exhibiting a pleasure. Although exhibiting side by side with railway companies and other corpora-

tions, having the same object in view, the efforts of the agent were always directed towards the creation of a friendly feeling. In order to make exhibits at the fairs mentioned, it was necessary to have three complete sets of exhibits. Finding the State fairs of such decided advantage, it was thought advisable to adopt similar measures in connection with as many of the county fairs as could be reached. The State exhibits were divided, and smaller lots sent to the different agents, and in this way the county fairs were pretty well looked after. In order to reach as many as possible, trips from one to another had to be made during the night, as they were held in circuits. As a rule, however, the work was so gratifying, and its success so apparent, that the agent accepted the hard work involved as a pleasure.

“CANADA” IN THE SCHOOLS.

The display of these exhibits afforded another means of advertising Canada. School teachers, school boards and school managers evinced considerable interest, and some of them expressed a desire to be given some of the grain in straw, that they might illustrate to the children attending their schools, lessons in plant growing, &c., while others made requests for maps and literature. It is hardly necessary to add that in all cases there was a ready compliance with the request, and there is reason to believe that by this means some of the school children in the neighbouring Republic will be put in the way of receiving more reliable information with regard to affairs pertaining to Canada than they have in the past. Another mark of appreciation of the excellence of the Canadian exhibit at one of the fairs was somewhat unique and ought to be referred to here. A church in St. Paul, after some of its members had seen the Canadian exhibit at the exposition building, sent its pastor and a committee to our agent and asked that they be loaned a portion of the exhibit for the purpose of decorating the church for a harvest home that it was proposed to hold. With a willingness that might be surprising to those not aware of what the agent had in mind, he not only agreed to make the loan, but to contribute assistance in placing it, and most, if not all of the Canadian exhibit at this point was displayed at the harvest home in question. The thanks of the congregation and the newspaper notices that followed were quite sufficient reward to the agent for his efforts to please.

CONDITIONS FAVOURABLE TO AGENTS' WORK.

Territory has been visited in which agents of the Government have not been at work, for the purpose of ascertaining what the prospects were for getting settlers, and in every State thus visited there were found to exist conditions unfavourable to the people living there of which it is thought advantage should be taken. A course of education in the interest of Canada is therefore now being pursued in these places, agents have been appointed to work on commission, having a supply of literature for distribution and to all those whose names they forward to the Department literature is mailed without delay. As soon as it is apparent that sufficient interest has been aroused it is recommended that an agent be sent to take charge of the district.

Among the reasons given for a desire to move on the part of the people throughout the States in which the Government agents are at work may be mentioned the following :—

CONTINUOUS FAILURE OF CROPS OWING TO DROUGHT, HOT WINDS AND OTHER CAUSES.

Many of the districts in question are well settled with a class of farmers who if located on the fertile prairies of Western Canada, and working as hard as they are now doing, would be among the most successful farmers of the Dominion. Where they are now they make but a bare existence, and with their families growing up around them the problem is : what are they to do? The offer of free homesteads and cheap farm lands in the wheat belt of Canada will doubtless be taken advantage of. Their cases are being carefully watched by the agents and they are kept amply supplied with literature.

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HIGH RENTS, SHORT CROPS AND LOW PRICES FOR CORN

are also sources of dissatisfaction of which the agents are taking advantage. The lands are held by land companies which have secured possession of large tracts in what are or were supposed to be portions of the richest of the Western States. For years these lands have been tilled by honest, industrious farmers with the hope that each succeeding year would be an improvement upon the past and that they would soon be put in possession of means to secure a home of their own. But the situation is still unchanged, and despairing of obtaining what they had hoped for, and what they were led to expect, their attention is now being directed towards Canada. The contracts with the landlords are generally made in the spring of the year, and last year a larger number of these people would have moved to Canada but for the fact that they had contracted to work their farms for the current year and it was therefore impossible to get away. The agents of the Government have not been idle and during the past fall their work has been carried on faithfully, and the prospect of securing a large number of these "renters" next spring is very favourable as many of them have decided not to renew their contracts. Hundreds of names of those who have exhibited an interest in Canada have been forwarded literature and in various other ways efforts are being made to keep their interest alive.

HIGH PRICES OF FARM LANDS

and the inability of the sons of farmers to pay the prices asked is another excellent reason for the continuance of operations in certain districts.

THE FARMERS' SONS.

It was not alone in districts such as those described that the Government agents were found at work but also in States where the local conditions were better and the farmers consequently better off. In these States the object was to secure the young men, the sons of farmers, who, owing to the high price set upon the land, so far above its value, considering the limited crops and the prices realized, were unable to purchase in the neighbourhood of the old homestead. As there is now very little land of the quality they desire and at the prices they can afford available in the United States it is not a difficult matter to secure their interest in Canada. The various methods that are now being pursued with this class will doubtless prove successful in settling on the vacant lands of Western Canada some of the most practical of the young men of the Western States, men possessing a reasonable amount of capital to begin with.

PEOPLE WITHOUT THE MEANS TO MOVE.

Districts were visited in which there was found to exist a state of affairs that would scarcely be deemed possible and that people could be found who had lived there for some time. Settlements were fairly numerous but the people were extremely dissatisfied. They had been induced to settle on these lands some years ago but they were found to be unproductive and they have remained so, with no possibility of improvement. The people residing thereon have become worse off each succeeding year until at present they have not sufficient means to permit of their removing to some other district. They were among the most anxious people visited and showed a strong desire to secure new homes in Western Canada. Their cases while pitiable are such that nothing can be done with them, although were it possible to remove them to the western prairies of Canada it is believed they would soon become valuable producers and consumers. The condition in which they were found was not due in any way to anything they had done of themselves but purely to their inability to make a living on the land upon which they had been induced to settle. Amongst these were found Canadians who had been lured there by land corporations and others. There is no doubt that during the coming spring as many of these people as can make satisfactory financial arrangements will make their way to Western Canada.

APPEAL FROM ENGLISH MINERS.

At the repeated requests of a number of miners in the western part of Pennsylvania a visit was made there and a meeting held. It was learned from those present that most of them were English by birth and that a number of them, although having resided in the United States for some years, still maintained their allegiance to Great Britain. Some before coming to the United States had followed farming in the Old Country while others had always followed mining as an occupation. The strikes which had taken place in the mines at different periods had reduced whatever means they had and with the low wages that were paid—in many cases not more than sixty and seventy-five cents per day—it was a serious consideration with them what they were to do, the outlook being very gloomy. They had heard of the opportunities for success in Canada; and having become wearied in their endeavours to maintain themselves and their families on the small amount they received they were anxious to consult some official of the Dominion Government in order to ascertain if it were possible to arrange for the establishment of a colony in the west or secure the adoption of some measure that might relieve them and give them assurance of homes in the growing west. But it was found that their means were exhausted, and while some of them still retained the title to their homes, there was so little demand for property they could not realize upon them. A few of these homes were visited and in almost every case there was evidence that the owner had seen better days, and the efforts of the housewife to maintain appearances surrounded by circumstances such as existed, must, to say the least, have been very discouraging. It was necessary though to inform them that little could be done for those who had not the immediate means available to reach the west. Some, however, having the means, and having had experience in farming, will doubtless act as pioneers and their movement will be followed by others as soon as their circumstances will permit. It was learned that in other parts of Pennsylvania the situation was similar.

FROM THE SOUTH.

From some of the Southern States in which it had not been thought it would be advisable to conduct operations, there have come frequent requests for information concerning the wheat belt of Canada, and as these came largely from people who have been induced to go there from the north, but have been disappointed, the agents of the Government working in the States contiguous to these have been advised to extend their operations so as to embrace as much of this territory as may be thought advisable. From the commencement of the work in April last, it has therefore been forced upon those in charge to extend it beyond what was at first contemplated. Where it was found necessary to take up new work, agents were appointed receiving a commission on the work done, and in this way the field was kept open until sufficient time was given to ascertain if there were sufficient inducements to place a salaried agent in charge.

CO-OPERATION WITH RAILWAY COMPANIES.

In order to complete the work that was being done so satisfactorily by the agents operating in the Central States, it was found necessary to secure the co-operation of the different lines of railway over which it was necessary for the people to travel and move their effects. Some time was spent in attempts to obtain concessions in the interest of the mover, but as these were controlled by roads that were more interested in having the people remain than in assisting them to leave the country, the hopelessness of the task will be appreciated. However, some were granted, more probably than might have been expected under the circumstances, but the fact that the management soon became aware that people were about to leave whose passage money might be lost to the railway company, had perhaps more influence than any of the other arguments that were used. It now happens (and it indicates in some measure the importance attached to the work of the Canadian agents), that some of the roads have appointed agents whose special duty it is to look after the ticketing and forwarding of people to

Department of the Interior.

points in Western Canada over their lines, and it is just possible that during the coming summer, when the works of the agents will begin to show more appreciably, one of the principal obstacles to successful work—that of high passenger and freight rates—will be relieved to a considerable degree.

In the Northern States, as well as in those bordering on the Canadian frontier, where it is possible to take advantage of the low rates offered as an inducement by the Canadian Pacific Railway, this difficulty is not experienced to the same extent. The number that have gone into Western Canada from these States during the past few months is considerably greater than from any other portion of the United States partly for the above reason.

BORDERING STATES A SPLENDID FIELD.

The reports received from the Northern States are exceedingly encouraging, and this is referred to here for the purpose of showing that in those States almost adjoining the land upon which an endeavour is being made to settle people, there is no hesitation on their part to go over to Canada and make their home there. These people are in a better position than those in the south to know the value of the land which they propose to homestead or purchase, and as quickly as they can make the necessary disposition of their affairs they are taking up land in Western Canada. Advantage is taken of this practical illustration by agents working in more distant States and it has a convincing effect, showing that people who have had the opportunity of observing for a number of years, are now selecting a home in a country that possesses greater advantages than are offered in the State in which they have been residing. The argument is that it is safe to follow in line with those who were taking advantage of the personal observation they have had the opportunity of making for so many years.

WORK AMONG EX-CANADIANS.

Special directions were given to the agents that they should make use of every effort in the direction of inducing ex-Canadians to return to Canada. No better method could have been adopted than that of exhibiting the agricultural resources of Western Canada at the State fairs. Ex-Canadians attended in large numbers, and they were among the most interested visitors. They expressed their pleasure that Canada had taken this advanced method of making known the resources of the Dominion, and from their remarks it was easy to determine that they had lost none of their regard for their native country. This was frequently in evidence by the expressions of a desire to return to Canada when they could do so. This was a sentiment that seemed to prevail with most of those met. At Nebraska State fair there was the case of a spectator, who, after having spent most of one morning in examining the display, and in bringing in others to see it, informed one of the officials in charge that he had come a distance of over a hundred miles specially to see the Canadian exhibit. He stated that he was a Canadian by birth, that he had left Canada fifteen years ago, had been unsuccessful in his new home, and hoped that it would not be long before his affairs could be put in shape so that he would be in a position to return. It is scarcely necessary to say that instances of this kind were quite gratifying to the agents, who through this and other means have been able to reach ex-Canadians, and enlist their aid in the work. It is so now in many districts that ex-Canadians are most active in the work of promoting Canada's interests, and the fact that many of them are making preparations to return, has a beneficial effect in inducing others to follow their example. Many of the letters received by the agents are from ex-Canadians, and the extent of the work being done is shown in the fact that they are received from almost every State in the union. Did space permit, it would be of interest to relate the varied experiences of many, as cited in their letters, and to quote what they say regarding their desire to return to Canada. This being one of the objects had in view, in prosecuting the work in the United States, it is satisfactory to be able to convey to you the information that it could scarcely have met with greater success during the brief time that operations have been carried on.

Another of the duties of the agents has been to watch any movement of Canadians from Canada into the United States. It is with some satisfaction that the statement is made that during the past nine months only two cases have been learned of. Under your instructions these are being inquired into and an endeavour made to ascertain the cause, but the facts will have been learned too late to have them embodied in this report. There is every reason to believe that the movement of Canadians into the United States has ceased. This may be partly accounted for from the fact that the reports being received from those who have gone into the States in previous years are not of an encouraging character, and also that the inducements for remaining in Canada and assisting to develop its resources are more greatly realized than they have been for some time past.

CANADA'S RESOURCES BECOMING KNOWN.

The development of mining industries, the reports of which seem to have reached every hamlet and created interest in the remotest settlements, has rendered valuable aid to the work of the agents. The success that has followed agricultural pursuits in Canada, the improved prices that have been received for all kinds of farm products, as well as the reports that have gone abroad concerning the splendid yield of all kinds of grain, the small cost involved in raising it, &c., have also had a wonderful effect in bringing Canada before the attention of those whom it was desired to reach, and in this way is, in some measure, to be accounted for the great interest taken in Canada by all classes. The reports that have been brought back by delegates show that farmers in Western Canada have comfortable homes, large sized farms free of debt and from which they take year after year splendid crops for which they receive good prices. They also bear evidence to the fact that many of these farmers have money on deposit in the banks, and some of them are in a position to loan money to the new settler when it is required, and are extending the boundaries of their farms by the purchase of adjoining lands. As compared with their own experience this is so favourable that they give the greatest attention to the addresses and lectures of the agents and anxiously look for any literature that may keep them informed.

The importance that is attached to the reports of these delegates and the interest taken in them was given an illustration in the case of a church congregation in Michigan. A well known gentleman in the community had sent back a glowingly descriptive letter from Edmonton, and that the congregation might be advised, the pastor read the letter in the church after the Sunday service.

The plan adopted by the Department of maintaining as few offices as possible is an excellent one, the only established ones being those at Detroit, Michigan, and St. Paul, Minn. The agents in Nebraska, Kansas, Illinois, Indiana, Ohio, Wisconsin, Iowa, North and South Dakota have office room at their headquarters, a nominal rent being paid therefor, but no office staff is employed, the agent attending to such office work for which other provision has not been made, on his returning to headquarters at the end of the week. In each case the agent makes a weekly report to the Department of the work performed by him from day to day, which is found to be of value in many ways.

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

WILL. J. WHITE.

Department of the Interior.

No. 14.

REPORT OF THE WESTERN IMMIGRATION ASSOCIATION.

WINNIPEG, 27th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Referring to my interview with Mr. Pedley, in Ottawa, on the 15th inst., I now as requested put into writing the substance of what was then explained as to the work that has been done under your direction.

Early in the year 1897, some 5,000 farmers who have been reasonably successful in this country were communicated with, and a list of questions was sent to each to be answered. From about 2,000 of these, replies were received, and the information tabulated for reference. With this information as a basis to work upon, the matter in the pamphlet entitled "A Few Facts" was compiled and 30,000 copies were published and issued. A 2nd edition of 20,000 copies is now being issued, with some slight alterations bringing information down to a later date.

A very fine collection of Manitoba farm views had been secured to be used in the preparation of a book for immigration purposes.

A great deal of information has been supplied, and is being constantly furnished by correspondence.

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

F. W. HEUBACH.

REPORTS OF AGENTS IN EASTERN CANADA.

No. 1.

REPORT OF THE IMMIGRATION AGENT AT ST. JOHN, N. B.

(S. GARDNER.)

ST. JOHN, N. B., 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit a report showing the operations of this agency during the year ended 31st December, 1897.

The immigrant arrivals are shown on the accompanying schedules.

SATISFIED SETTLERS.

All who bought farms and settled in this Province are well satisfied with their purchases. There have been more of this class this year than hitherto. The farm labourers are equally satisfied with their changed condition, and a number have taken up lands under the Labour Act and made homes for themselves.

PLENTY OF INQUIRIES.

As usual I am in receipt of many applications from Europe, the United States and elsewhere for particulars of the Province, as to climate, soil, etc. These receive prompt attention.

NEW BRUNSWICKERS RETURNING HOME.

I am pleased to report many more New Brunswickers returned to their homes this year than ever before. These people came mainly from the United States.

IMMIGRANT ARRIVALS.

The immigrants passing through this agency and the other inlets the past year and not reported at Halifax or Quebec, are 2,227, bringing cash \$40,401, effects \$57,905. The customs record at this port gives total for 12 months 221 entries, effects \$3,113.

The travel by the International Line Steamships between Boston and St. John, N. B. for 12 months, was ins 17,013, outs 8,247.

REPORTS FROM THE COUNTIES.

Albert	County	73
Queen's	do	33
King's	do	157
Northumberland	do	246
Charlotte	do	153
York	do	242
Carleton	do	335
Victoria	do	114
Madawaska	do	21
Restigouche	do	35
Gloucester	do	20
Westmoreland	do	660
Kent	do	97
Sunbury	do	12
St. John	do	9

Total 2,207

Department of the Interior.

ALBERT COUNTY.

All returned Canadians from the United States bringing all they possessed, and report many will return as soon as they are able. Crops were good, and lumbering very active, \$250,000 dollars worth of the latter being exported to Europe; other exports light.

SUNBURY COUNTY.

All Canadians returned from the United States and to stay. One bought a farm, paying \$1,000 for it, another renting; others on their old homes.

QUEEN'S COUNTY.

Returned Canadians from the United States, settled, buying farms; others took up lands under the Act, principally at Grand Lake.

YORK COUNTY.

All Canadians returned from United States and settled permanently. Those passing through McAdam Junction had settlers effects, \$7,376 value, entered and consigned to 240 different persons.

CARLETON COUNTY.

All returned Canadians from the United States and permanently settled. My correspondent writes from Beaufort that Mr. G. Bailey has discovered large deposits of gold ore which will be worked in the spring.

MADAWASKA COUNTY.

Canadians returned from United States. 9 took up land under the Act, 12 bought and paid cash for land and settled.
The railway owns pretty much all the wilderness land in this county.

VICTORIA COUNTY.

114 arrivals, of these 10 were Danes, 6 English, and 98 Canadians returned from United States.

RESTIGOUCHE COUNTY.

All French Canadians returned from United States bringing small effects and cash but much wiser and better contented to abide in their old homes.

NORTHUMBERLAND COUNTY.

246 returned Canadians principally French, bringing what they could scrape together and to live the remainder of their days in Canada.

Their effects are estimated to be worth \$5,934, and their cash \$5,795.

This year has been fairly prosperous with plenty of employment offering, and wages good.

There has been more done in house building than for years past and there is a good prospect for this line of work next summer.

CHARLOTTE COUNTY.

Of the 153 who came and settled in this county, 21 were natives of the United States, 1 English, and 131 Canadians returned from the United States.

KENT COUNTY.

All French Canadians returned from United States. Glad to return ; hard times generally, and less factory work there.

GLOUCESTER COUNTY.

All who came here were French Canadians from United States and now occupying their old homes.

KINGS COUNTY.

All returned Canadians. Their statements were they could do much better at home. If those who go to the States would work at home as hard as they have to there, they would be better off.

WESTMORELAND COUNTY.

All French Canadians returning from United States to their old homes, driven out by hard times owing to less factory work and less pay.

ST. JOHN COUNTY.

Three Scotch, six Canadians returned from United States, feeling they could do better at home.

CONCLUSION.

The number of immigrants quoted above, viz., 2,207, and 835 by the Beaver Line Steamships, make a total of 3,042 for the year 1897.

The reports above from the various counties are from highly reliable persons.

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

S. GARDNER,
Dominion Government Immigration Agent.

STATEMENT of Immigrant arrivals at St. John, N.B.
STEERAGE PASSENGERS FOR UNITED STATES.

Date.	SEXES.				Total number of Souls.	NATIONALITIES.								DESTINATIONS.							
	Male Adults.	Female Adults.	Boys under 12.	Girls under 12.		English.	Irish.	Scotch.	German.	Scandinavian.	French and Bel- gian.	United States.	Canadians.	Other Countries.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks, Traders, &c.	Female Domestics.	Not Classified.
1897.																					
January	77	47	19	22	165	6	...	...	8	...	5	1	...	145	5	9	...	56	6	2	87
February	75	34	11	15	135	10	...	...	8	...	1	1	...	116	6	...	...	52	1	2	62
March	91	34	20	32	177	2	...	...	29	...	...	...	...	142	4	1	14	60	10	...	88
April	65	66	40	38	209	...	...	...	40	...	3	...	...	166	9	9	...	37	5	2	147
November	78	45	25	30	178	9	...	...	1	...	...	...	...	167	3	...	40	32	...	...	103
December	106	49	34	27	216	6	...	4	12	...	5	...	187	2	6	...	84	9	5	...	110
	492	275	149	164	1,080	33	...	4	98	7	5	10	...	923	29	25	66	321	31	11	597

S. GARDNER,
Dominion Government Immigration Agent.

St. JOHN, N.B., 31st December, 1897.

Department of the Interior.

STATEMENT of Immigrant Arrivals at St. John, N. B. STEERAGE PASSENGERS FOR CANADA FOR 1897.

Date.	SEXES.				DESTINATION.						NATIONALITIES.						OCCUPATIONS.									
	Male Adults.	Female Adults.	Boys under 12.	Girls under 12.	Lower Provinces.	Quebec.	Ontario.	North-West Ter.	British Columbia.	Manitoba.	English.	Irish.	Scotch.	German.	French and Belgian.	Canadian.	Scandinavian.	Other Countries.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Family Servants.	Not Classified.	
1897.																										
January.....	23	7	4	5	12	18	1	7	1	1	33	5	3	2	1	1		4	4	3		16			16	
February.....	40	8	3	4	31	16	4	1		3	27	7	3	4	4	10		4	8	3	2	27	4		14	
March.....	35	20	6	7	21	7	11	14		14	42	2	7	2	6	6		3	15	3	7	18	2		23	
April.....	55	25	11	24	23	2	4			86	21	1	1	12	81	29	6	81	29	6	6	19			61	
May.....	2				2						2					1				2	3	1				
June.....	5				5						1		3			1				14	3	1				
July.....	16	9	18	8	51					51	5		2						1	1					5	
August.....	1	2			3					1	1		1							3					2	
September.....	3				3						2		1													
October.....	15	12	5	3	4	7	9		2	13	11		1	11	1	3	8	5	5	1	7				7	
November.....	41	5	2		11	16	6	3	3	9	20	4	9	1	4			10	16	6	6	12	4	1	9	
December.....																										
Total.....	236	88	49	51	166	66	35	25	6	126	211	11	27	28	5	23	9	110	77	42	10	100	10	8	177	

S. GARDNER,
Dominion Government Immigration Agent.

St. JOHN, N.B., 31st December, 1897.

LIST OF RETAIL PRICES OF THE ORDINARY ARTICLES OF FOOD REQUIRED BY THE
WORKING CLASSES.

Bacon, per lb	\$ 0 11 to \$ 0 14	
Bread, wheat, best 2 lb. loaf		7
do brown do	6 to	7
Butter, salt, per lb	16 to	18
do fresh, per roll	20 to	22
Beef, cut, per lb	8 to	12
do per quarter	4 to	7
Beer, per quart		10
Candles, mould, per lb		12
Coal oil, per gallon	20 to	26
Coffee, ground, per lb	24 to	40
Corn meal, per 100 lbs	1 50 to	2 00
Eggs, per doz., according to season	10 to	30
Flour, per bbl. best, 196 lbs	5 00 to	6 00
do do 2nd best	4 00 to	5 00
Firewood, per cord, city measure, equal 1 $\frac{1}{3}$ cord standard measure	4 50 to	6 00
Ham, per lb	12 to	14
Shoulder, per lb	10 to	12
Herring, per bbl. 200 lb	3 00 to	4 00
Mustard, per lb	25 to	30
Milk, per quart	5 to	6
Mutton, per lb. cut	8 to	12
do do quarter	6 to	8
Oatmeal, per 100 lbs. rolled	2 50 to	3 00
Pepper, per lb., ground	15 to	20
Potatoes, per bushel	25 to	40
Pork, fresh cut, per lb.	8 to	12
do do per quarter	7 to	10
Rice and corn, per lb.	5 to	6
Soap, yellow do	5 to	6
Salt do		1 $\frac{1}{2}$
Tea, black do	25 to	40
do green do	40 to	50
Tobacco do	35 to	40
Veal do	5 to	10

LIST OF RETAIL PRICES OF RAIMENT REQUIRED BY WORKING CLASSES.

Coats, under, Tweed	\$ 3 00 to \$ 3 50	
do over, do	3 00 to	4 50
Trowsers do	2 00 to	2 50
Vests do	1 50 to	2 00
Shirts, flannel, all wool	50 to	75
do cotton	75 to	1 20
do under, all wool	30 to	40
do do cotton	20 to	30
Hats, hard felt	65 to	75
Socks, woollen	25 to	30
do cotton	12 to	25

Department of the Interior,

Blankets, all wool, per pair.....	\$ 2 50 to	\$ 3 50
Rugs, each.....	1 00 to	1 40
Flannel, all wool, per yard.....	25 to	30
Cotton shirting do.....	10 to	20
do sheeting do.....	40 to	60
Canadian cloth, tweed, per yard.....	1 30 to	2 00
Shoes, men's, per pair.....	1 50 to	2 00
do women's do.....	75 to	1 00
Boots, men's do.....	2 00 to	3 00
do women's do.....	1 00 to	1 50
India rubber shoes, men's.....	60 to	70
do do do women's.....	50 to	75

S. GARDNER,

Dominion Government Immigration Agent.

ST. JOHN, N.B., December 31st, 1897.

No. 2.

REPORT OF THE HALIFAX AGENT.

(J. A. KIRK.)

HALIFAX, N.S., 1st January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit, for the information of the Department, a report of the arrivals of passengers at this agency during the year ended 31st December, 1897.

The total number of passengers arriving was 14,895 of whom 8,330 were cabin and 6,565 were steerage. Of the 8,330 cabin passengers 4,007 were males, 3,925 were females and 398 were children.

Of the 6,565 steerage passengers 3,298 were males, 1,606 were females and 1,661 were children.

Of the steerage passengers 5,032 were destined for Canada and 1,533 for the United States.

The arrivals of steerage passengers for Canada and United States as compared with the year 1896 were as follows:—

	1896.	1897.	
Canada.....	4,364	5,032.....	668 Increase.
United States.....	2,418	1,533.....	885 Decrease.
Totals.....	6,782	6,565.....	217 Decrease.

An increase for Canada over 1896 of 668 and a decrease for the United States of 885. This statement also shows a total decrease of 217.

JUVENILES.

During the year, seven parties of children arrived from the various Homes, besides a number of individuals from different societies, numbering in all 495 souls, showing a decrease of 218 from the previous year.

CLASS AND HEALTH OF IMMIGRANTS.

The class of immigrants that have come to our shores have been quite equal to former years, and their health has been exceptionally good; not a single case of serious illness being observed or reported.

ARRIVAL OF PASSENGER STEAMERS.

Two hundred and twenty-five passenger steamers entered at this port during the year, which were attended to, and from which passenger lists were received. Of this number, 140 arrived between the hours of 6 p.m. and 6 a.m.

IMMIGRATION BUILDING.

The building erected last year for the accommodation of immigrants is well adapted for the purpose for which it was established, and affords every comfort and convenience

Department of the Interior.

required by immigrants arriving by steamers. Very considerable inconvenience and discomfort arise, however, from the fact that the wharf on which the hall stands is so constructed as to render it impossible to land passengers thereon, thus necessitating their being landed on the freight shed wharf opposite, some distance from the hall, and requiring them to pass along that wharf, through the freight shed and across two railway tracks to reach the hall, their baggage having to be conveyed the same distance. The expenditure of a small sum of money would remedy this.

TREATMENT OF IMMIGRANTS.

Immigrants on their arrival are received with every kindness and attention by the officials of the Department, and are made to feel that they have come to a friendly country and are welcome. The matron, Mrs. Cullen, is especially assiduous in her attention to those whom fortune for the moment has placed under her care.

STATISTICS.

The usual tabular statements are attached as follows:—

- Statement A.—Monthly arrivals of cabin passengers.
do B.—Monthly arrivals and destination of steerage passengers.
do C.—Monthly arrivals of steerage passengers for the States.
do D.—Sexes, occupations and destinations of nationalities for Canada.
do E.—Comparative statement of monthly arrivals, 1896 and 1897.
do F.—Comparative statement of nationalities, 1896 and 1897.
do G.—Comparative immigration since 1869.
do H.—Sexes, nationalities and destinations of steerage by European lines.
do I.—Juvenile immigration.

CONCLUSION.

I beg to express my sincerest thanks for, and appreciation of the many kindnesses and courtesies extended to me by the officers of the steamship lines and other officials with whom I have come in contact in my work since assuming the duties of the immigration agency, in July last.

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

J. A. KIRK,
Dominion Government Immigration Agent.

STATEMENT A.

SHOWING monthly arrivals of Cabin Passengers.

MONTHS.	SEXES.				NATIONALITIES.							REMARKS.
	Adults.		Children.		English.	Irish.	Scottish.	German.	Scandinavian.	French & Belgian.	Other Countries.	
	Male.	Female.	Male.	Female.									Totals.
January	215	106	8	7	165	2	3	3	3	3	163	Ultimate destinations of Cabin Passengers not given on passenger lists. Other Countries composed mostly of "United States Citizens" and "Canadians."
February	156	54	4	7	116	11	2	1	1	1	91	
March	245	101	14	22	229	4	3	8	1	1	138	
April	212	130	20	11	183	2	2	1	1	1	180	
May	208	211	15	11	67	1	1	1	1	1	371	
June	341	437	21	23	66	1	1	1	1	1	761	
July	775	1,061	44	40	115	9	1	2	2	2	1,793	
August	762	1,057	42	29	136	4	2	5	3	3	1,740	
September	637	492	13	13	147	24	12	1	10	961	291	
October	217	157	7	9	73	11	12	2	1	1	97	
November	113	60	13	9	97	1	1	1	1	1	138	
December	126	59	7	3	55	1	1	1	1	1	138	
Totals	4,007	3,925	208	190	1,449	56	53	14	1	33	6,724	

J. A. KIRK,
Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897.

Department of the Interior.

STATEMENT B.

Showing monthly arrivals and departures of Steerage Passengers.

Months.	SEXES.				DESTINATIONS.							NATIONALITIES, CANADA.							OCCUPATIONS, CANADA.							Total		
	Adults.		Children		Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	United States.	English.	Irish.	Scottish.	German.	Scandinavian.	French and Belgian.	Other Countries.	Total.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Domestics.		Not Classified.	
	Males.	Females.	Males.	Females.																								Totals.
January.....	146	49	27	19	241	52	18	71	31	6	57	129	5	1	2	5	2	40	184	9	2	61	19	20	15	60	184	
February.....	237	99	57	58	451	69	35	46	187	14	80	185	2	2	1	6	2	173	371	34	2	102	26	27	20	160	371	
March.....	809	202	128	95	1234	119	155	190	350	81	88	251	41	45	32	69	47	107	963	41	13	437	86	51	60	295	963	
April.....	1075	317	335	173	1899	255	143	359	674	70	45	353	784	23	149	54	53	26	487	1546	197	15	561	36	38	49	650	1546
May.....	341	240	165	165	911	135	1	1	673	1	102	132	6	6	3	1	1	227	809	139	50	77	14	1	26	502	809	
June.....	163	126	59	62	410	94	1	1	222	1	94	78	1	1	3	2	1	227	316	65	28	49	5	4	25	168	316	
July.....	47	37	65	43	132	135	1	1	1	1	36	148	1	3	1	2	1	3	156	2	1	28	5	6	12	109	156	
August.....	70	78	14	15	177	115	5	1	1	1	57	116	1	1	1	1	1	3	120	2	1	34	5	6	28	45	120	
September.....	79	117	25	10	231	85	4	1	1	1	141	76	6	4	1	1	1	4	90	1	1	21	13	5	17	33	90	
October.....	61	102	17	17	197	86	1	1	1	1	109	68	1	1	1	1	1	19	88	1	1	23	6	2	29	28	88	
November.....	142	147	36	26	351	125	12	22	13	10	167	123	5	5	1	8	1	37	184	22	1	44	12	13	34	59	184	
December.....	128	92	20	31	271	67	24	16	57	6	86	105	8	5	1	3	1	62	185	15	1	51	9	10	19	81	185	
Totals.....	3238	1606	948	713	6565	1357	397	706	2207	195	170	1533	2592	91	221	93	147	82	1806	5032	525	80	1488	232	183	334	2190	5032

J. A. KIRK,
Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897

STATEMENT C.—Showing Monthly Arrivals of Steerage Passengers for United States.

Months.	SEXES.				NATIONALITIES.							OCCUPATIONS.							
	Adults.		Children.		Totals.	English.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	Other Countries.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Domestics.	Not Classified.
	Male.	Female.	Male.	Female.															
January	37	15	3	2	57	30	2	6	12	25	49	7	4	1	23	4	6	6	14
February	46	23	2	9	80	43	1	6	25	57	5	5	4	1	32	3	6	14	20
March	181	46	13	11	251	124	6	25	114	1	1	5	3	2	133	11	14	34	36
April	228	85	19	21	353	124	1	23	154	1	1	11	25	2	170	23	8	42	83
May	60	25	9	8	102	85	1	1	5	5	1	1	1	1	50	7	2	9	33
June	40	26	7	11	94	85	1	2	5	1	1	1	1	1	36	2	1	21	33
July	12	17	4	3	36	34	1	1	1	1	1	1	1	1	10	1	1	1	12
August	23	30	2	2	57	54	1	1	1	1	1	1	1	1	9	9	5	16	18
September	39	84	12	6	141	129	1	1	1	1	1	1	1	1	28	4	7	54	48
October	30	54	13	12	109	105	1	1	3	23	1	1	2	1	17	10	1	26	53
November	51	83	21	12	167	136	1	3	8	4	5	28	9	1	31	5	6	43	73
December	43	32	2	9	86	42	1	3	8	4	1	1	1	1	26	13	4	14	29
Totals	790	530	107	106	1,533	924	10	5	74	340	7	173	50	3	585	92	60	291	452

J. A. KIRK,

Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897.

Department of the Interior.

STATEMENT D
 SHOWING Sexes, Occupations and Destinations of the different nationalities remaining in Canada.

Nationalities.	SEXES.				OCCUPATIONS.								DESTINATIONS.						
	Adults.		Children.		Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks.	Domestics.	Not Classified.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Ontario.	Manitoba.	North-West Territor.	British Columbia.
	Male.	Female.	Male.	Female.															
	Totals.																		
English.....	1560	556	304	172	168	11	1077	180	124	276	756	1064	110	26	303	444	373	159	113
Irish.....	55	22	7	7	91	1	28	4	13	12	24	22	3		19	31	13	1	2
Scotch.....	85	22	106	8	221	6	4	40	19	16	126	25	4		20	130	18	10	14
German.....	63	15	9	6	93	2	57	2	2	4	26	4	1		1	14	69	1	3
Scandinavians.....	103	24	12	8	147	2	100	1	1	13	31	6	1		10	30	84	4	12
French and Belgians.....	48	18	8	8	82	1	44	3	7	27	8				8	3	40	18	5
Russians.....	24	5	3	10	42		16	3	5	1	17	11	1		6	15	9		
Russian Jews.....	1	2	3		6		1	1	1	5	2					6			
Russian Finns.....	6	3	2	1	12	1	4	1	1	1	5	2				8	1		1
Russian Poles.....	14	2		1	17	1	11	1	1	1	2				2	1	3		11
Hungarians.....	3				3		3								3				
Austrians.....	7			1	8		6		1		1				4		3		
Italians.....	5	3	3	1	12		4		1		7	1			3				8
Swiss.....	3	1	1		5		3		1		1				1		5		
Hollanders.....	14	4	2		20		3	7	4	1	5	2			7	11			
Armenians.....	1				1		1												
Chinese.....	1				2														
Assyrians.....	1	1			2														
Swiss.....	444	380	377	381	1582	324	64	50	6	1138		1			1		1582		
Galicans.....	63	13	4	3	83	9	37	4	13	5	15	54	2	3	9	12		2	1
Canadians.....	7	4			11	2	2	2	1	1	3	4			1	5	1		
United States Citizens.....																			
Totals.....	2508	1076	841	607	5032	525	80	1488	232	183	334	2190	122	29	397	706	2207	195	170

J. A. KIRK,
 Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897.

STATEMENT E.—Comparative Statement of Monthly Arrivals, 1896 and 1897.

Months.	CANADA.		Increase.	Decrease.	STATES.		Increase.	Decrease.	TOTALS.		Increase.	Decrease.
	1896.	1897.			1896.	1897.			1896.	1897.		
January	226	184	.....	42	113	57	.....	56	339	241	.....	98
February	453	371	.....	82	209	80	.....	129	662	451	.....	211
March	727	983	256	.....	423	251	.....	172	1,150	1,234	84	.....
April	1,460	1,546	86	.....	574	353	.....	221	2,034	1,899	.....	135
May	289	809	520	.....	279	102	.....	177	568	911	343	.....
June	268	316	48	.....	107	94	.....	13	375	410	35	.....
July	118	156	38	.....	90	36	.....	54	208	192	.....	16
August	100	120	20	.....	110	57	.....	53	210	177	.....	33
September	121	90	.....	31	141	141	.....	.....	262	231	.....	31
October	88	88	.....	.....	98	109	11	.....	186	197	11	.....
November	252	184	.....	68	154	167	13	.....	406	351	.....	55
December	262	185	.....	77	120	86	.....	34	382	271	.....	111
Totals	4,364	5,032	668	.....	2,418	1,533	.....	885	6,782	6,565	.....	217

J. A. KIRK,

Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897.

STATEMENT F.—Comparative Statement of Nationalities for Canada, 1896 and 1897.

Nationalities.	1896.	1897.	Increase.	Decrease.
English	3,310	2,592	.....	718
Irish	123	91	.....	32
Scotch	300	221	.....	79
Germans	65	93	28	.....
Scandinavians	128	147	19	.....
French and Belgians	62	82	20	.....
Other Countries	376	1,806	1,430	.....

N. B.—Of the 1,806 Other Countries for 1897, 1,582 were Galicians. See Statement.

J. A. KIRK,

Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897.

Department of the Interior.

STATEMENT G.—Comparative Immigration, 1869 to 1897, inclusive.

Year.	SEXES.				NATIONALITIES.				Remarks.
	Males.	Females.	Children.	Totals.	English.	Irish.	Scotch.	Others.	
1869.....	289	73	74	436					No record of nationalities.
1870.....	258	101	78	437	214	93	102	28	
1871.....	317	132	101	550	339	40	72	99	
1872.....	689	396	347	1,432	1,187	88	137	20	
1873.....	1,037	414	202	1,653	972	22	117	542	
1874.....	781	321	423	1,525	889	78	167	391	
1875.....	374	136	233	743	551	44	21	127	
1876.....	320	90	106	516	409	18	21	68	
1877.....	607	200	124	931	580	99	35	217	
1878.....	1,256	429	366	2,051	1,280	329	133	309	
1879.....	2,503	751	701	3,955	2,516	706	67	666	
1880.....	1,921	626	548	3,095	1,754	681	165	495	
1881.....	2,028	801	817	3,646	2,248	766	223	409	
1882.....	4,970	2,086	1,667	8,723	5,597	999	514	1,613	
1883.....	4,589	2,029	1,857	8,475	5,435	1,178	237	1,625	
1884.....	3,033	1,193	1,378	5,604	4,097	637	190	680	
1885.....	2,440	958	1,029	4,427	2,906	539	262	720	
1886.....	3,305	1,302	1,049	5,656	4,336	488	511	321	
1887.....	6,305	2,532	1,837	10,674	7,261	839	694	1,880	
1888.....	9,030	3,410	2,613	15,053	9,785	750	1,327	3,191	
1889.....	7,430	3,054	1,844	12,328	6,303	370	1,027	4,628	
1890.....	5,817	2,180	1,440	9,437	5,952	259	588	2,638	
1891.....	5,996	2,555	1,567	10,118	6,203	181	602	3,132	
1892.....	7,256	2,635	1,958	11,849	6,357	190	431	4,871	
1893.....	10,611	3,929	3,592	18,132	6,160	224	371	11,377	
1894.....	3,854	1,571	1,721	7,146	4,159	142	275	2,570	
1895.....	3,373	1,258	904	5,535	4,048	179	347	961	
1896.....	4,499	1,930	1,380	7,809	4,998	153	346	2,312	
1897.....	3,298	1,606	1,661	6,565	3,516	101	226	2,722	

J. A. KIRK,

Dominion Government Immigration Agent

HALIFAX, N.S., 31st December, 1897.

STATEMENT H.—Showing Sexes, Nationalities and Destinations of Steerage Passengers via European Lines.

Lines.	SEXES.				NATIONALITIES.								DESTINATIONS.							
	Adults.		Children		English.	Irish.	Scotch.	German.	Scandinavian.	French & Belgian.	Other Countries.	Nova Scotia.	New Brunswick.	P. E. Island.	Quebec.	Ontario.	Manitoba.	North-West Ter.	British Columbia.	United States.
	Male.	Female.	Male.	Female.																	Totals.
Allan—Weekly.....	964	240	139	112	1,455	748	70	57	106	271	34	169	127	14	160	273	323	95	101	362
do Fortnightly.....	224	140	81	69	514	448	14	7	11	1	33	272	39	23	3	8	11	8	4	146
do Extra.....	81	29	111	10	231	32	5	140	30	24	24	14	3	1	12	139	20	2	9	31
Dominion.....	811	212	199	102	1,324	798	10	4	45	163	44	260	80	10	183	264	474	80	48	185
Hansa.....	395	334	309	315	1,353	.....	.....	.....	5	.....	1,348	.....	.....	.....	.....	1	1,331	.....	.....	21
Beaver.....	59	37	15	18	129	30	9	6	5	3	76	8	.....	.....	21	9	47	7	3	34
Totals.....	2,534	992	854	626	5,006	2,056	94	221	168	478	79	1,910	501	66	379	694	2,206	192	165	779

J. A. KIRK,
Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897.

Department of the Interior.

STATEMENT I.—Showing Juvenile Immigration and Societies connected.

Steamers.	Date.	By whom sent.	SEXES.				Totals.	Destinations.
			Over 18.		Under 18.			
			M.	F.	M.	F.		
Numidian	Jan.	16 Children's Aid Society.			1		1	Winnipeg.
do	Mar.	4 Mrs. Birt.			37	28	65	Knowlton.
Laurentian	do	15 Children's Aid Society.			1		1	Winnipeg.
Parisian	do	25 Miss Macpherson.	1		27	9	37	Stratford.
Labrador	April	3 Mr. Fegan.	2		65		67	Toronto.
do	do	3 Dr. Barnardo.	22		8		30	Russell, Man.
Siberian	do	12 Mr. Quarrier.	5		112		117	Brockville.
Vancouver	do	18 Mr. Wallace.			58		58	Belleville.
do	do	18 Bristol Em. Society.			6		6	St. John.
do	do	18 Self Help Em. Society.			3		3	Montreal.
do	do	18 Church Em. Society.			1	1	2	do
Laurentian	do	25 Redhill Phil. Society.			1		1	Wapella, N.W.T.
Assyrian	July	12 Mr. Middlemore.			72	35	107	Maritime Provinces.
Totals			30		392	73	495	

J. A. KIRK,

Dominion Government Immigration Agent.

HALIFAX, N.S., 31st December, 1897.

No. 3.

REPORT OF QUEBEC AGENT.

(P. DOYLE.)

DOMINION GOVERNMENT IMMIGRATION OFFICE,

QUEBEC, 31st December, 1897.

To the HON. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report in connection with this agency for the year ended 31st December, 1897, with tabular statements for the same period.

The arrivals up to 31st December, compared with those of the same period in 1896, were as follows:—

	1896.		1897.		Increase	Decrease
	Cabin.	Steerage	Cabin.	Steerage		
England.....	3,593	12,404	4,188	11,853	44	
Ireland.....	80	473	89	414		50
Scotland.....	68	725	54	701		38
Germany.....	1	1,440	2	3,117	1,678	
Belgium.....	5	167	2	75		95
France.....	11	193				204
Egypt.....		7				7
	3,758	15,409	4,335	16,160	1,722	394
		3,758		4,335	394	
Totals.....		19,167		20,495	1,328	

showing an increase of 1,328.

The total number of steamships arrived with passengers was 91; tonnage 265,933.

The average passage of the Allan Line was: Weekly steamers from Liverpool, 9½ days; Londonderry, 8½ days. Glasgow steamers, from Glasgow, 11 days. Dominion Line, steamers from Liverpool, 9½ days; Londonderry, 8½ days. Beaver Line, weekly steamers from Liverpool, 11½ days. Hansa Line, steamers from Hamburg, 19 days; Antwerp, 13½ days.

Department of the Interior.

The number of Cabin and Steerage by each line was as follows :—

	Cabin.	Steerage.	Total.
ALLAN LINE.			
Weekly steamers from Liverpool	1,919	4,733	6,652
do do Londonderry	41	293	334
do do Glasgow	54	701	755
	2,014	5,727	7,741
DOMINION LINE.			
Steamers from Liverpool	1,492	3,420	4,912
do Londonderry	48	118	166
	1,540	3,538	5,078
BEAVER LINE.			
Weekly steamers from Liverpool	767	3,700	4,467
do do Queenstown		3	3
	767	3,703	4,470
HANSA LINE.			
Steamers from Hamburg	2	3,117	3,119
do Antwerp	2	75	77
	4	3,192	3,196
OTHER LINES.			
Steamers from Liverpool	3		
do Bristol	7		
	10		10
Totals	4,335	16,160	20,495

Department of the Interior.

The following table gives the number of male and female adults and the sexes of children and infants of each nationality arrived in 1897 :

	ADULTS.		CHILDREN.		Infants.	Total.
	Male.	Female.	Male.	Female.		
English.....	5,288	3,043	787	695	126	9,939
Welsh.....	45	3				48
Irish.....	305	226	38	30	12	611
Scotch.....	397	265	62	144	18	886
Germans.....	396	225	79	80	27	807
Scandinavians.....	747	539	109	113	30	1,538
French and Belgians.....	116	43	15	18	4	196
Icelanders.....	22	35	14	3	3	77
Russians.....	218	178	83	68	35	582
do Jews.....	747	525	313	294	55	1,935
do Poles.....	27	10	4	4	3	48
do Finns.....	197	123	29	33	8	390
Austrians.....	146	110	58	45	19	378
do Galicians.....	638	587	439	424	247	2,335
Italians.....	66	2	4	1	1	74
Swiss.....	6	3	1	2		12
Hollanders.....	9	7				16
Bohemians.....	1					1
Hungarians.....	57	49	23	17	7	153
Roumanians.....	22	26	13	9	2	72
Turks.....	6	3	2	1	2	14
Servians.....	1					1
Greeks.....	2					2
Armenians.....	5	6		1		12
Brazilians.....	1					1
Bavarians.....	1					1
Japanese.....	1					1
Portuguese.....	1					1
Assyrians.....	4	1	2			7
Spaniards.....	3					3
Australians.....	12	1	3	2	1	19
Persians.....	1	1	1	1		4
Bosnians.....	6	6	8	6	3	29
Canadians.....	135	41	8	9	4	197
Americans.....	61	28	5	8	3	105
Totals.....	9,690	6,087	2,100	2,008	610	20,495

The trades and callings of the male steerage passengers, as per passenger lists, were as follows :—

Farmers.....	1,004
Farm labourers and labourers.....	5,418
Mechanics.....	755
Clerks, traders, &c.....	151
	7,328

D. DOYLE,

Dominion Government Immigration Agent.

QUEBEC, 31st December, 1897.

TABLE showing the number of Immigrants landed at Quebec, assisted to emigrate by various Societies, during the year 1897.

By whom sent.	Adults.		Children.		Infants.		Total	Destinations.
	Male.	Female.	Male.	Female.	Male.	Female.		
Dr. Barnardo, London			226	222			448	Peterboro', Toronto and Man.
Orphans' Homes of Scotland, Mr. Quarrier			7	106		2	115	Brockville (Ont.)
United British Women's Emigration Association, London, Eng., Hon. Mrs. Joyce	5	80	6	6	2	4	103	General.
Liverpool Catholic Children's Protective Society			33	39		3	75	Montreal.
Church of England Waifs and Strays Society, London			29	35			64	Sherbrooke and Niagara.
Sheltering Homes, Liverpool, Mrs. Birt			28	24	1	3	56	Knowlton, P. Q.
Southwark Catholic Emigration Society, London			52				52	Ottawa.
Home of Industry, Green Road, London			25	12	1	1	39	Stratford.
Canadian Catholic Emigration Committee, London			34	4			38	Montreal.
Bristol Emigration Society			10	6			16	Montreal & New Brunswick.
Self Help Emigration Society			15				15	Montreal.
Children's Aid Society, London			13				13	Winnipeg.
Children's Home, Clifton, Bristol			3	10			13	Belleville, Ont.
Working Boys, 9 George Square, Liverpool			4				4	Len'oxville, P. Q.
Carlton House Industrial School, Southwark				3			3	St. John, N.B.
Croydon Union, London			2				2	Montreal.
Society for Promoting Christian Knowledge, Liverpool			2				2	do
Wellington Reformatory Farm School, Midlothian			2				2	St. John, N.B.
Weston Leamington Reformatory School, Warwickshire			2				2	Melbourne, P. Q.
Tiffield Reformatory, Northamptonshire			2				2	do
Philanthropic Society, Redhill, Surrey			1				1	Wapella N. W. T.
Totals	5	80	496	467	4	13	1,065	

STATEMENT of the number of Immigrants arrived at the Port of Quebec, distinguishing the countries from whence they sailed, up to 31st December, 1896 and 1897.

	1896.	1897.
England—		
Liverpool	15,997	16,034
Bristol		7
Ireland—		
Londonderry	553	500
Queenstown		3
Scotland—		
Glasgow	784	755
Aberdeen	9	
Germany—		
Hamburg	1,441	3,119
Belgium—		
Antwerp	172	77
France—		
Dunkerque	204	
Egypt—		
Alexandria	7	
	19,167	20,495

P. DOYLE,

Dominion Government Immigration Agent.

QUEBEC, 31st December, 1897.

Department of the Interior.

INCREASED NUMBERS FOR CANADA.

It is pleasing to notice that of the total arrivals of the steerage passengers, 11,008 remained in Canada, against 5,152 for the United States.

There has been an increase of 1,328 in the numbers arriving as will be seen by a reference to the different statements accompanying the report, a large number having settled in the North-West Territories; a decrease of 539 of those remaining in Ontario is shown as compared with the year previous.

THE QUALITY GOOD.

The immigrants were composed of a good healthy class consisting of farmers, agricultural and common labourers, mechanics and tenant farmers, many possessed of ample means for the purchase of lands, stock and implements, thereby providing capital and labour to aid in the development of the great natural resources of the North-West Territories; nearly all who came from the British Isles remained in Canada.

SCANDINAVIANS.

The Scandinavians were of a very good class and brought a considerable amount of capital with them. They appeared to be in every way adapted to make good settlers, and in my opinion cannot fail to add greatly to the prosperity of the country.

FRENCH, BELGIANS AND GERMANS.

The French, Belgians and Germans were an intelligent, enterprising people chiefly farm hands with means and intending to take up lands in the settlements of their countrymen.

GALICIANS.

The Galicians bound for Manitoba were of a very fine class and of robust appearance.

THE LOCAL LABOUR MARKET.

Agricultural labourers were in steady demand during the season.

For female servants, the demand was out of proportion to the supply; good domestic servants being eagerly sought for during the year.

There is always a demand for industrious farm labourers, and female domestic servants, and all of these classes are sure to find employment on arrival.

The whole respectfully submitted.

I have the honour to be,
Your obedient servant,

P. DOYLE,
Dominion Government Immigration Agent.

STERAGE PASSENGERS.

STATEMENT of Immigrant Arrivals and Departures at Quebec Immigration Agency up to the 31st December, 1897.

MONTHS.	SEXES.			DESTINATIONS.										NATIONALITIES.										OCCUPATIONS.							For Canada—Not Reported Elsewhere.	For United States—Not Reported Elsewhere.		
	Adults, Children			Nova Scotia.	New Brunswick.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	United States.	English.	Welsh.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	United States Citizens.	Canadian.	Other Countries.	Farmers.	Farm Labourers.	Labourers.	Mechanics.	Clerks and Traders.	Female Domestics.	Not Classified.						
	Male.	Female.	Total																															
January	2035	1073	556	580	4244	42	21	773	376	1535	160	203	1114	1273	104	150	282	496	50	4	21	1864	400	342	1124	142	27	302	1907	3130	1114	512		
February	1220	734	545	500	2999	5	10	370	471	1006	102	83	952	769	66	297	73	303	14	10	9	1458	213	197	694	103	13	151	1628	2047	952	486		
March	1069	617	305	272	2263	6	7	471	329	433	82	69	865	849	48	83	96	227	38	14	34	874	98	146	679	121	25	148	1046	1397	846	753		
April	1047	606	281	269	2203	8	12	559	309	315	73	84	733	1029	61	116	170	164	37	21	28	577	97	83	702	130	35	192	964	1450	753	857		
May	931	657	233	233	2054	5	9	534	278	200	80	91	857	732	103	84	71	157	22	26	36	729	65	117	585	123	35	183	940	1197	857	394		
June	693	485	230	245	1653	18	7	421	479	196	67	71	394	860	5	89	73	82	137	30	25	32	320	70	78	443	80	13	163	797	1239	394	216	
July	333	209	112	90	744	10	130	93	199	35	61	216	179	9	51	29	31	54	3	5	37	346	61	35	193	41	3	47	364	528	216	512		
August	7328	4381	2262	2189	16160	94	66	3258	2425	3904	599	642	5152	5751	48	522	805	1538	194	105	197	6168	1004	998	4420	755	151	1186	7046	11008	5152	512		
September																																		
October																																		
November																																		
December																																		

P. DOYLE,
Dominion Government Immigration Agent.

QUEBEC, 31st December, 1897.

Department of the Interior.

STEREAGE PASSENGERS REMAINING IN CANADA.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ended 31st December, 1897.

MONTHS.	SEXES.				DESTINATIONS.							NATIONALITIES.							OCCUPATIONS.										
	Adults.		Children.		Total Number of Souls.	Nova Scotia.	New Brunswick.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	English.	Welsh.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	U. S. Citizens.	Canadian.	Other Countries.	Farmers.	Farm Labourers.	Labourers.	Mechanics.	Clerks.	Female Domestics.	Not Classified.
	Male.	Female.	Male.	Female.																									
January.....	1471	739	445	475	3130	42	21	773	376	1565	160	203	1207	97	148	147	87	46	1	21	1376	350	268	722	107	24	190	1469	
February.....	803	438	421	385	2047	5	10	370	471	1006	102	83	725	56	290	25	58	12	3	9	869	197	164	379	53	10	91	1153	
March.....	700	374	174	149	1397	6	7	471	329	433	82	69	792	47	79	36	58	37	34	314	82	135	404	58	21	112	585		
April.....	689	385	193	183	1450	8	12	559	399	315	73	84	950	58	108	84	73	35	6	28	108	71	78	441	70	29	143	618	
May.....	606	370	165	116	1197	5	9	534	278	200	80	91	699	97	79	31	33	22	1	36	165	561	108	344	69	26	107	484	
June.....	519	349	191	200	1259	18	7	421	479	196	67	71	797	86	72	41	35	28	6	32	158	64	69	321	57	8	119	621	
July.....	243	147	72	66	528	10	1	130	93	199	35	61	163	9	44	27	18	3	37	269	55	35	130	20	3	35	250		
August.....																													
September.....																													
October.....																													
November.....																													
December.....																													
Total.....	5031	2802	1601	1574	11008	94	66	3258	2425	3904	599	662	5333	484	803	382	362	183	17	197	3199	875	857	2741	434	124	797	5180	

P. DOYLE,
Dominion Government Immigration Agent.

QUEBEC, 31st December, 1897.

Department of the Interior.

STATEMENT of Immigrant Arrivals and Departures at Quebec Immigration Agency for the twelve months ended 31st December, 1897.
CABIN PASSENGERS.

Months.	SEXES.				Total Number of Souls.	NATIONALITIES.					OCCUPATIONS.				
	Adults.		Children.			English.	Irish.	Scotch.	German.	French and Bel-gram.	Farmers.	Mechanics.	Clerks.	Female Domestics.	Not Classified.
	Male.	Female.	Male.	Female.											
1897.															
January.....	284	164	24	22	494	477	15	2							
February.....	165	142	15	14	336	302	16	18							
March.....	364	233	13	16	626	612	9	5							
April.....	709	397	16	17	1,139	1,109	18	12							
May.....	474	445	44	33	996	976	3	15	2						
June.....	289	250	28	20	587	557	26	2							
July.....	77	75	8	2	157	155	2								
August.....															
September.....															
October.....															
November.....															
December.....															
Totals.....	2,362	1,706	143	124	4,335	4,188	89	54	2	2					4,335

P. DOYIE,
Dominion Government Immigration Agent.

QUEBEC, 31st December, 1897.

No. 4.

REPORT OF MONTREAL AGENT.

(JOHN HOOLAHAN.)

DOMINION GOVERNMENT IMMIGRATION AGENCY,

MONTREAL, 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit for your information my annual report of the work of this agency for the year ended the 31st December, 1897, together with the accompanying statements in connection with immigration.

STATEMENT A.

Shows the number of immigrant arrivals and departures at Montreal from the United States, their destinations, nationalities, &c.

STATEMENT B.

Shows the number of juvenile immigrant arrivals and their respective destinations.

STATEMENT C.

Shows the number of applications for help received at this agency.

STATEMENT D.

Gives the retail prices of food, fuel and clothing for the working classes in Montreal.

STATEMENT E.

Gives the average rates of wages for mechanics, labourers, and female domestics.

STATEMENT F.

Shows the number of immigrant arrivals and departures at this agency from the United States and *en route* to the United States, their nationalities and occupations, &c.

IMMIGRATION STATISTICS.

There is a record kept at this agency of the number of immigrant arrivals at Montreal, *via* the United States. The statement A hereto annexed will give full particulars of the same.

There is, however, no report kept of the European immigrants, steerage passengers, who are obliged to disembark at the ports of Quebec, Halifax, or St. John, N.B., as the case may be. All such immigrants are accounted for at these ports. "The first and second class passengers are brought by the steamships, during the season of the St. Lawrence navigation, and landed at this port.

Department of the Interior.

A GOOD CLASS OF IMMIGRANTS.

It is pleasant to be able to state that the immigrants who have arrived here during the present year, and who declared their determination of becoming residents of the Dominion of Canada, have been a suitable class of settlers. All appeared to be healthy, intelligent and robust, having sufficient means to pay not only their transportation to their various destinations, but sufficient to establish themselves in their new homes.

The majority being of the agricultural class went to Ontario, Manitoba, the North-West Territories and British Columbia.

The remainder were distributed in the Province of Quebec. Those remaining in Montreal were looked after and employment procured for them by the Government agencies.

In this connection I append interviews I have had with officials of the different societies brought into contact with the immigrant class.

ST. GEORGE'S SOCIETY.

Mr. Joseph Richards, President of the St. George's Society, says :—"The number of emigrants received into St. George's Society's Home in 1897, was twelve hundred as against twelve hundred and ninety-six in the preceding year. This shows a decrease in the number of admissions and a corresponding decrease in expenditure.

"The character and quality of our immigrants are improving. The agricultural classes predominate, and we therefore find but little difficulty in immediately supplying them with work. The immigrants admitted to the Home remained there but a short time before going to their respective destinations which were principally in Quebec, Ontario, Manitoba and the North-West Territories.

"The eastern townships of this Province received a fair proportion of the total immigration to help the farmers of that district. Those remaining in the city, mostly mechanics, clerks and labourers, all found employment."

ST. PATRICK'S SOCIETY.

Mr. B. Campbell, chairman of the immigration committee of St. Patrick's Society, in reply to my inquiries, said : "I would like you to call attention to the fact that during the past twelve months there have been very few applications made by the Irish Catholic immigrants for financial assistance from the society. This fact clearly demonstrates the good quality of the year's immigration. Employment was provided for some of those people who chose to remain in the city ; the railway fares of others were paid to points in the country where work was obtainable, and the committee paid the board and lodging for a short time for a few families. The amount of money paid out for immigration purposes during the year was a small sum. This has constituted the work of our committee on immigration."

THE ANDREWS' HOME.

Mrs. W. H. Black, matron of the Andrews' Home, said : "There was a decrease in the number of admissions into the home during the year, the record showing 81 for 1897, as against 93 for 1896, but the expense of the immigration work is about the same as that of 1896. The large majority of the immigrants go right through to their destinations, Ontario and Manitoba chiefly, and only a comparatively small number remain in Montreal. Many of the latter have been admitted to the Home, where they remain for a few days while seeking employment. When work is obtained by the head of the family they take their departure. The Scotch immigrants of the year just closing compare favourably with those of the year previous."

PROTESTANT HOUSE OF INDUSTRY AND REFUGE.

Mr. M. D. McMillan, Superintendent of the Protestant House of Industry and Refuge, states that "there were very few applications for admission from immigrants during the year, and the amount thus expended covered a very small sum. This he took to be very good proof that the immigrants of the year were persons of a desirable class."

THE IRISH PROTESTANT BENEVOLENT SOCIETY.

Mr. William Seal, chairman of the immigration committee of the Irish Protestant Benevolent Society, said: "That no money had been spent in 1897 on immigration account, and therefore he believed this year's immigration was a success."

MR. ROBERT J. DAWSON.

Mr. Robert J. Dawson, travelling immigration agent and interpreter of the Dominion Line Steamship Company, in answer to questions said: "That the immigrants of the year 1897 brought out by the Dominion Line were a very good class. Those remaining in Canada appeared to be strong and healthy people, and well supplied with means to pay the expenses of living and transportation to their respective destinations. Most of them being of the agricultural class, were bound for Ontario, Manitoba and the North-West Territories, whilst others remained in Montreal and had employment provided for them by the Government agents."

MR. CHARLES HELMS.

Mr. Charles Helms, travelling immigration agent and interpreter for the Allan Line Steamship Company, being interviewed said: "The immigrants carried by the Allan Line during the year 1897 were a suitable class of settlers for Canada; all seemed to be in the best of health and spirits.

"The large majority being of the farming class went to Ontario, Manitoba and the North-West Territories, where they intended to become settlers and earn a livelihood by farming."

THE LABOUR MARKET.

On this subject I may say that there has been a fair demand for unskilled labour that is to say, that able-bodied men willing to work were in demand on railways and canals construction; the wharves and shipping, the municipal works, buildings, etc.

AGRICULTURAL LABOURERS.

In the matter of agricultural labourers, the demand has been greater than the supply all through the season, both for single men and those with families.

MECHANICS.

Under the head of Mechanics, I must report that there has been but very little request for this class of labour, the market being well supplied on the spot, and quite sufficient to meet all requirements of manufacturers, etc.

GARDENERS.

There is a good demand in the spring for men who have a knowledge of gardening, provided that they are steady, sober and industrious workmen.

CLERKS, BOOKKEEPERS, ETC.

The demand for clerks, bookkeepers and people of such like avocations, has been very dull. Persons of this class find much difficulty in securing employment, and several, when they meet with failure, seek other work such as farming.

Department of the Interior.

This class should not be encouraged to emigrate unless they have means, come to join friends, or to enter into a position already secured for them.

FEMALE DOMESTICS.

The difficulty of obtaining well-trained, respectable domestics in sufficient numbers to meet the demand for them, remains as hard to solve as ever, and the scarcity of this class of help continues on the increase. This is owing to the numerous commercial and industrial establishments which furnish employment for young girls, which they prefer to that of being in domestic service. The new arrivals willing to take domestic service on arrival in Montreal, found no difficulty in obtaining situations.

JUVENILE IMMIGRATION.

The juvenile immigrants who have come in during the year just closed, compare favourably with those of the years before. The superintendents and matrons of institutions have been careful in placing their charges in respectable families and in comfortable surroundings, generally with farmers in the country districts.

HEALTHY IMMIGRANTS.

The general health of the immigrants arriving during the year has been good, there having been no instances of any contagious disease in their ranks. This is, no doubt, due to the excellent supervision maintained by the medical staff at Grosse Isle. I have, however, to report one case of sickness, one accident and one death, the particulars of which are as follows :

"April 7, 1897.—Anna Duquette, sent to the hospital and was subsequently discharged cured."

"June 25, 1897.—Olaske Hersk, died, buried in the Roman Catholic cemetery here."

"October 15, 1897.—T. E. Jones, sent to the hospital, and was subsequently discharged cured."

TRANSPORTATION.

It gives me pleasure to state that all the steamship companies, including the Allan, Dominion and Beaver lines, as well as the two big railway companies, the Canadian Pacific and the Grand Trunk, have done everything in their power to make things easy and pleasant for the immigrants, not only on the passage across, but after arrival; and the officers of both the steamship and railway companies have been most assiduous in looking after the welfare of the new arrivals.

THE GALICIAN IMMIGRANTS.

Several parties of Galician immigrants to the number of some six thousand persons, passed through the city during the year *en route* for Manitoba and the North-West. Each party was accompanied by a special Government interpreter, who furnished a means of communication between these people, the public and the railway officials. They were from the Austro-Hungarian monarchy; almost all are farmers. They appeared to have money with them, and there is every reason to expect that they will prove a desirable addition to the population of the country of their adoption.

THE CROW'S NEST PASS RAILWAY.

Several parties of young men from England and Wales passed through Montreal during the past season to work on the Crow's Nest Pass Railway construction. An employment agent hired and sent forward a large number of men from Montreal for the same work.

OFFICIAL VISITS.

I had the honour of receiving official visits from the Deputy Minister and Mr. Frank Pedley, Superintendent of Immigration.

IMMIGRATION LITERATURE.

Care has been taken to supply all immigrants with the pamphlets and maps issued by the Department of the Interior, descriptive of the lands open for settlement and calling attention to the advantages of Manitoba, British Columbia and the North-West for intending settlers. In addition to this, all persons applying for such pamphlets at this office have been supplied either personally or by mail.

THE WOMEN'S PROTECTIVE IMMIGRATION SOCIETY.

The sixteenth annual report of the above society has just been issued. It is a description of the work done during the twelve months closed.

The Society's Home, situated at No 84 Osborne Street Montreal, is always open for the reception of respectable female immigrants, irrespective of creed, race or nationality.

THE ANDREWS' HOME.

The Andrews Home and Church of England Immigration Bureau, No. 46 Belmont Park, continues doing the good work for which it has been distinguished since its establishment.

The Rev. Mr. J. Frederick Renaud, Immigration Chaplain, under whose personal auspices the work is carried on, devotes a large portion of his time and gives all his energies to carrying out the aim of the institution; and his entire sympathies are enlisted in the work.

There is accommodation in the Home for sixty persons, thirty men and thirty women, and the utmost order and decorum are enforced. Situations are provided for immigrants and their future is carefully looked after.

THE CHINESE COLONY.

There are between seven and eight hundred Chinese in Montreal. The great majority being engaged in the laundry business, while quite a number are prosperous merchants.

They are a well-behaved and thrifty class and the missionaries who teach many of them in Sunday school, speak highly of their aptitude and docile habits.

RETURNED IMMIGRANTS.

Following is a list of persons returned to England and Germany owing to physical debility:—

October 20, 1897.—Tadius Jurkow and his wife and three children were returned to Europe from Winnipeg because both Jurkow and his wife being sickly and feeble were unable to earn their living in this country. We met the family on the arrival of the Winnipeg train at the Windsor Street Station, placed them in the immigrant quarters of the Windsor Station and afterwards conducted them on board the steamship "Armenia" sailing for Hamburg.

November 12, 1897.—Walter Smith, with his wife and child, he being a cripple and unable to work, was returned from Winnipeg, was met at the Windsor Street Station on arrival of the Winnipeg train, and the family was conducted on board the steamship "Carthaginian" sailing for Liverpool the next day.

Department of the Interior.

INSPECTION OF JUVENILE IMMIGRANTS.

In obedience to the departmental instructions Mr. A. Regimbal, of my staff, paid an official visit of inspection to forty-six juvenile immigrants sent out to Canada by various philanthropic societies of Great Britain. The work occupied about six weeks, and the inspection proved satisfactory. It was found that the children in almost every instance were placed in the homes of respectable farmers in the country districts of Quebec and Ontario, the children being contented and well pleased with the treatment received at the hands of their employers. In many instances these children are almost looked upon as members of the family with whom they reside. On the other hand, the employers expressed satisfaction at the progress the children were making in the household and other duties in which they are engaged.

PROSPECTS.

The prospect for a very large immigration during the coming season is a very encouraging one. This is proved in a very great degree by the large amount of correspondence this agency has been in receipt of from Great Britain and Ireland, the Continent and the United States.

The writers ask for information touching the Government lands in Ontario, Manitoba, the North-West Territories and British Columbia; rates of wages for mechanics and agriculturists, prospects for employment, cost of transportation, &c. There were many inquiries about land conditions in Quebec and Ontario, and of these a large percentage are from the United States. In every instance this agency has replied by sending all the information asked for.

APPENDED REPORTS.

I append hereto for your information, the following reports from:—

Mr. Edward Schultze, Hon. Austro-Hungarian Consul, Montreal.

Rev. J. Frederick Renaud, Secretary of the Andrews' Home, 46 Belmont Park, Montreal.

Mr. E. Marquette, Province of Quebec Immigration Agent.

Mr. Alfred B. Owen, Canadian agent of Dr. Barnardo, Toronto, Ont.

Mrs. Eva Vosburg, Hon. Secretary-Treasurer of the Women's Protective Immigration Society, Montreal.

Mrs. Louisa Birt, agent, Distributing Home, Knowlton, Quebec.

Rev. Robert Wallace, agent, Marchmont Home, Belleville, Ont.

Mr. James Burges, Canadian agent for Mr. William Quarrier, Distributing Home for Scotch children, Orphan Home, Fairknowe, Brockville, Ont.

Miss Agnes Brennan, Canadian agent for the Catholic Children's Protective Society of Liverpool, England, St. Vincent Rescue Home, No. 11 St. Thomas street, Montreal.

Mr. George Croxford, Agent in Canada for the Southwark (England) Catholic Emigration Society, New Orpington Lodge, Hintonburgh, P.O., Ottawa, Ont.

Mr. A. Robert, agent of the Canadian Catholic Emigration Committee of Westminster, England.

Miss A. F. Proctor and Miss H. Urquhart, joint agents of the Southwark (England) Catholic Emigration Society, 258 Laval Avenue, Montreal.

CONCLUSION.

In conclusion I desire to thank the staffs of the steamship and railway companies, the different national and charitable organizations, the clergy of all denominations and the Provincial immigration agent here for the courtesy displayed to me during the past year, and the cheerful assistance they have rendered me in the carrying out of the work of my agency.

The whole respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

JOHN HOOLAHAN,

Dominion Government Immigration Agent.

STATEMENT A.—Immigrant Arrivals and Departures at the Montreal Agency for the year ended 31st December, 1897.
FOR CANADA.

Months.	SEXES.				Total Number of Souls.	DECLARED DESTINATIONS.						NATIONALITIES.						OCCUPATIONS.								
	Adults.		Children.			New Brunswick.	Quebec.	Ontario.	Manitoba.	North-West Territories.	British Columbia.	English.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	Canadian.	Other Countries.	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Servants.	Not Classified.
	Male.	Female.	Male.	Female.																						
January	103	50	36	34	223	69	34	77	23	81	98	11	6	9	24	55	11	14	27	38	14	10	8	112		
February	97	52	26	32	207	63	92	78	22	12	85	15	8	11	17	49	11	13	25	40	14	5	4	106		
March	85	41	25	27	178	36	30	72	22	18	86	11	8	5	8	32	20	8	19	34	19	5	8	4	89	
April	172	42	86	25	325	21	147	107	42	28	207	14	10	13	30	13	19	34	37	22	10	4	6	6	212	
May	146	56	35	45	282	25	24	146	73	14	48	11	8	4	10	97	104	42	66	22	10	6	6	130		
June	128	57	29	36	250	39	25	122	36	28	88	13	17	16	19	55	23	19	30	46	28	10	14	10	112	
July	132	49	23	31	235	35	27	109	35	29	114	14	23	15	19	33	17	34	48	27	13	10	7	96		
August	125	48	25	30	228	36	36	92	30	34	88	15	24	16	23	42	20	27	50	26	11	11	10	93		
September	108	43	22	34	207	32	26	94	32	32	80	17	26	14	20	29	21	17	38	36	10	13	7	92		
October	91	45	28	33	197	38	30	72	25	32	92	8	18	8	14	37	20	17	30	24	10	10	8	98		
November	103	34	18	20	175	2	23	62	23	28	67	9	8	7	19	45	4	16	15	25	30	11	22	9	63	
December	198	77	25	33	333	80	88	94	33	33	156	27	26	19	31	29	17	26	27	75	27	46	22	113		
Total	1,488	594	378	380	2,840	2	511	512	1,125	384	1,209	165	188	133	200	470	181	294	285	453	381	145	139	101	1,316	

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, 31st December 1897.

Department of the Interior.

STATEMENT B—Showing the number of Children received at this Agency, whom in charge of, and destination, for the year ended 31st December, 1897.

Date.	Name of Person in Charge.	Number of Children.	Destination.	By whom Sent.
1897.				
March 3	Mr. Drumond	68	Knowlton, P.Q.	Mrs. Birt.
do 29	Miss MacPherson	43	Stratford, Ont.	Miss MacPherson.
April 4	Mr. R. Render	67	Toronto, Ont.	Mr. Fegan.
do 4	Mr. E. A. Struthers	30	Russell, Man.	Dr. Barnardo
do 4	M. A. B. Owen	95	Toronto, Ont.	do
do 4	Mr. John Thom.	34	Hamilton, Ont.	Rev. T. B. Stephenson.
do 13	Mr. J. T. Thompson	117	Brockville, Ont.	Mr. Quarrier.
do 19	Mr. F. A. Wood	47	Belleville, Ont.	Rev. R. Wallace.
do 20	Mr. N. T. Lee	12	Grenfell, Man.	do
May 6	Miss Toney	12	Belleville, Ont.	do
do 16	Miss Smetherst.	41	Belleville, Ont.	do
do 23	Miss Francis	22	Sherbrooke, P.Q.	Ch. of England Waifs and Strays.
do 23	Miss Francis	17	Niagara, Ont.	do
June 6	Miss Yates	54	Montreal, P.Q.	Liverpool C. C. P. Society.
do 15	Mr. James Burges	118	Brockville, Ont.	Mr. Quarrier.
do 19	Mr. E. A. Struthers	60	Winnipeg, Man.	Dr. Barnardo.
do 19	Mr. E. A. Struthers	25	Russell, Man.	do
do 19	Mr. A. B. Owen	26	Peterboro', Ont.	do
do 19	Mr. A. B. Owen	77	Toronto, Ont.	do
do 28	Mr. G. Croxford	30	Ottawa, Ont.	Rev. Lord Douglas.
July 4	Mrs. Forster	15	Montreal, P.Q.	Bristol Emigration Society.
do 17	Mr. Drumond	63	Knowlton, P.Q.	Mrs. Birt.
August 1	Miss Francis	6	Sherbrooke, P.Q.	Ch. of England Waifs and Strays.
do 1	Miss Francis	9	Niagara, Ont.	do
do 1	Rev. St. Jchn.	24	Ottawa, Ont.	Rev. Lord Douglas.
do 7	Mr. A. B. Owen	92	Peterboro', Ont.	Dr. Barnardo.
do 7	Mr. A. B. Owen	25	Toronto, Ont.	do
do 7	Mr. H. Merry	43	Stratford, Ont.	Miss MacPherson.
do 8	Mr. James	22	Winnipeg, Man.	Dr. Barnardo.
do 22	Rev. T. Seddon	38	Montreal, P.Q.	Rev. Thos. Seddon.
Sept. 26	Miss Yates	21	Montreal, P.Q.	Liverpool C. C. P. Society.
October 3	Mr. A. B. Owen	106	Peterboro', Ont.	Dr. Barnardo.
do 3	Mr. A. B. Owen	41	Toronto, Ont.	do
do 3	Mr. E. A. Struthers	45	Winnipeg, Man.	do
do 3	Mr. E. A. Struthers	14	Russell, Man.	do
do 10	Miss Francis	2	Sherbrooke, P.Q.	Ch. of England Waifs and Strays.
do 10	Miss Francis	8	Niagara, Ont.	do
		1,569		

JOHN HOOLAHAN,

Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, 31st December, 1897.

STATEMENT C.—Annual Report of Immigrants wanted at the Montreal Agency for the year ended 31st December, 1897.

Class of Labour.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	Remarks.
Blacksmiths				3	1	2	1		1			1	9	Local supply sufficient.
Butchers				1		1		1				1	4	do
Carpenters	1	1		4	3	4	3	2	3	2	1	2	26	do
Clerks														No demand.
Express drivers				2	1	2	3	1		1			10	Local supply sufficient.
Grooms and coachmen	2	2		5	3	2	4	5	3	2	1	2	31	Fair demand.
Females—General servants	16	12	14	18	16	21	18	21	23	20	16	15	210	Large demand.
do Cooks	5	6	7	9	5	10	8	9	10	12	10	8	102	do
do House maids	4	3	5	6	7	8	9	7	6	5	6	4	70	do
Farm hands	2	2	4	12	14	10	10	8	5	5	4	4	80	Good demand in season.
Night watchmen			1	2	1		1	2	1				8	Local supply sufficient.
General labourers	2		3	10	3	5	9	6	3	4	2	1	48	do
Storemen				2									2	do
Tinsmiths														do
Waiters				3	1		1		1	2			8	do
Boys—Messengers				2	3	2				1			8	do
do Office						1							1	do
do Bell			2	3	2	3	4	2	3	2	1	1	23	do
do Care of horses	2	1	3	6	4	6	7	5	4	5	3	2	48	Fair demand.

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, 31st December, 1897.

Department of the Interior.

STATEMENT D.—List of Retail Prices of the Ordinary Articles of Food and Raiment required by the Working Classes at Montreal Agency for 1897.

Provisions.	PRICES.		Clothing, &c.	PRICES.	
	From	To		From	To
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bacon, per lb.	0 12	0 15	Coats, under, tweed	4 00	6 00
Bread, best white, 4lbs 16c., brown, 6 lbs.		0 16	do over do	8 00	12 00
Butter, salt	0 17	0 25	Trousers, tweed	2 50	3 50
do fresh	0 20	0 30	Vests do	1 00	1 50
Beef, 7c to 12c., mutton, 10 to 12c., veal, 10c., pork	0 09	0 10	Shirts, flannel	0 75	1 00
Beer, per quart		0 10	do cotton	0 50	0 75
Candles		0 15	do under, "wove"	0 40	0 75
Cheese	0 12	0 14	Drawers, woollen, "wove"	0 40	0 75
Coffee	0 20	0 40	Hats, felt	1 00	2 00
Corn meal, per 100 lbs	2 00	2 50	Socks, worsted	0 15	0 40
Eggs	0 16	0 22	do cotton	0 10	0 25
Flour, per barrel, 1st quality	5 00	5 50	Blankets	2 00	4 00
do do 2nd do	4 75	5 25	Rugs	0 75	1 50
do buckwheat, per 100 lbs.	2 00	2 25	Flannel, per yard	0 20	0 35
Fish, dry or green cod, per cwt	5 00	6 00	Cotton shirting, per yard	0 08	0 10
Firewood, per cord	4 00	6 00	Sheeting, per yard	0 08	0 15
Ham, per lb.	0 12	0 15	Canadian cloth, per yard	0 40	0 75
do shoulders, per lb.	0 08	0 10	Shoes, men's	1 50	2 50
Herrings, per barrel	5 50	6 00	do women's	1 25	2 00
Mustard, per lb.	0 20	0 50	Boots, men's	2 00	3 50
Milk, per quart	0 05	0 08	do women's	1 50	2 50
Oatmeal, per 100 lbs.	2 50	2 75	India Rubber Overshoes, men's	0 50	0 75
Pepper, per lb	0 30	0 40	do do women's	0 50	0 75
Potatoes, per bushel	0 45	0 50			
Rice, per lb		0 05			
Soap, yellow, per lb.	0 03	0 08			
Sugar, brown	0 04	0 05			
Salt, per lb.		0 01			
Tea, black	0 25	0 40			
do green	0 25	0 40			
Tobacco	0 70	0 80			
Coal, per ton	5 75	6 00			
Coal oil, per gal	0 18	0 25			

JOHN HOOLAHAN,

Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, 31st December, 1897.

STAAEMENT E.—Average rate of Wages at the Montreal Agency, 1897.

Employment.	WAGES.		Remarks.
	From	To	
	8 cts.	8 cts.	
Farm labourers, per day, without board.....	1 00	1 25	
do per month and board.....	10 00	15 00	
Female farm servants, with board.....	7 00	9 00	The average cost of board and lodging for workmen is \$3.00 to \$3.50 per week.
Masons, per day, without board.....	2 00	3 00	
Bricklayers, per day do.....	2 50	3 50	
Carpenters do do.....	1 50	2 00	
Lumbermen, per month, with board.....	15 00	20 00	
Shipwrights, per day, without board.....	2 00	2 50	
Smiths do do.....	1 50	2 00	
Wheelwrights do do.....	2 00	2 50	The rent of workmen's dwellings, say three or four rooms, is from \$6.00 to \$8.00 per month; in the suburbs cheaper rent can be had.
Gardeners, with board, per month.....	12 00	18 00	
do without board, per day.....	1 00	1 25	
Female cooks, per month.....	8 00	12 00	
Laundresses, per day.....	0 75	1 00	
Female domestics, per month.....	6 00	10 00	
General labourers, per day, without board.....	1 00	1 50	
Miners.....	1 00	1 50	
Mill hands.....	1 00	1 50	
Engine drivers.....	1 75	2 50	
Saddlers.....	1 00	1 50	
Bootmakers.....	1 00	1 50	
Tailors.....	1 50	2 00	
Tinsmiths and plumbers.....	1 25	1 75	
Machinists.....	1 50	2 00	
Electricians.....	1 50	2 00	

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, 31st December, 1897.

STATEMENT F.—Immigrant Arrivals and Departures at the Montreal Agency, for the year ended 31st December, 1897.
FOR UNITED STATES.

Months.	SEXES.				Total Number of Souls.	NATIONALITIES.								OCCUPATIONS.						
	Adults.		Children.			English.	Irish.	Scotch.	German.	Scandinavian.	French and Belgian.	U. S. Citizens.	Other Countries.	Farmers.	Farm Labourers.	(General Labourers.	Mechanics.	Clerks & Traders.	Female Servants.	Not Classified.
	Male.	Female.	Male.	Female.																
1897.																				
November.....	16	7	1	2	26	1			15	2		8	1		3	8	3	4		7
December.....	70	27	5	12	114	22		1	27		6	58	3		39	21	14	7		30
Total.....	86	34	6	14	140	23		1	42	2	6	66	4		42	29	17	11		37

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, 31st December, 1897.

REPORT OF THE HON. AUSTRO-HUNGARIAN CONSUL.

(Appended to Agent Hoolahan's Report.)

MONTREAL, December 17th, 1897.

The immigration from the Austro-Hungarian Monarchy has taken larger proportions during the past season than ever before, and it is gratifying to record that the class of immigrants has been the most desirable for Canada, nearly all being farmers who went direct to Manitoba and the North-West Territories and settled there. Only a few families came to Montreal, and thanks are due to Mr. Marquette, the Provincial Government Immigration Agent, for his assistance in placing these families near by.

Amongst the Austro-Hungarian settlers in the North-West the conditions on the whole have been found most satisfactory, in several cases the Government having come to the assistance of those families whose means, on account of the heavy travelling expenses, had given out.

The Imp. and Roy. Consul, Mr. Ed. Schultze, was enabled to send a highly satisfactory report to his Government about the conditions of the North-West settlements, which he visited during the last fall in his official capacity. He ascertained, however, during his trip that the immigration returns do not show sufficient accuracy regarding the nationalities of the settlers, in a great many cases the German-speaking settlers being noted down as Germans, while in reality they are German speaking Austrians, so that the population of settlers of Austro-Hungarian origin now number upwards of 20,000 souls in Manitoba and the North-West Territories.

The untiring efforts of the staff of the various branch offices of the immigration department have to be highly commended and are no doubt the cause of the most satisfactory state of the North-West settlements.

It should not be forgotten that the length of the journey from Austro-Hungary, owing to the lack of direct steamship communication between there and Canada, brings the travelling expenses very high, which for an average family consisting of parents and three children, would come to about \$175, while for some of the larger families these expenses have run as high as \$400, thus representing a small fortune, especially when it is taken into consideration that in order to get the ready cash they have to sacrifice almost double the amount of property in the old country. This is undoubtedly the cause of several families having arrived in the North-West almost destitute, but with very little judicious financial assistance to the more needy of the immigrants, there is absolutely no cause for alarm about the final prosperity of this class of settlers.

OTTO THORNING,

Secretary.

REPORT ON THE ANDREWS' HOME, MONTREAL.

(Appended to Agent Hoolahan's Report.)

The Andrews' Home was established by the Lord Bishop of Montreal for the care of Church of England immigrants, but all classes and creeds are counselled, advised with and helped into work who desire to remain in the country and become permanent settlers. The Home was opened in April, 1895, and the work has been steadily increasing. All immigrant trains and vessels are met at the station and docks, and those who may desire to take advantage of the benefits of the Home are invited to do so at a nominal charge. Young women travelling alone are specially cared for by the matron. During the past year 1,441 male immigrants visited the office looking for work, &c. Suitable situations were obtained for 243. Transients, male, 258; female, 164; number of lads from 7 to 18, 105. Total number of immigrants as per register, male 394; female, 140.

Department of the Interior.

WOMEN'S DEPARTMENT.

Visits to matron's office, 1,186; applications for servants, 410; situations filled, 105. A committee of ten ladies are lady visitors to the Home. The whole is under the supervision of the Lord Bishop of the Diocese and a corporation appointed annually by the Synod.

REV. J. FREDERICK RENAUD,
Secretary.

REPORT OF THE PROVINCE OF QUEBEC IMMIGRATION OFFICE, MONTREAL.

(Appended to Agent Hoolahan's Report.)

MONTREAL, 27th December, 1897.

JOHN HOOLAHAN, Esq.,
Dominion Govt. Immigration Agent,
Montreal.

DEAR SIR,—I am very happy to comply with your request for information concerning the class of immigrants received at this office and placed in this Province this year.

The number of immigrants registered at this office this year is about the same as that of last year. Some of these immigrants, especially when they consist of families, have rented or are working farms, others find positions as farm servants.

I was unable, however, to supply all the demands through lack of employees. The dairy industry contributes greatly to this increase of demands.

The applications for artisans have diminished this year owing to the general depression of business in the towns.

Professional gardeners are always in great demand in the spring, and those who are competent obtain good situations.

The English Immigration Societies always send a good class of immigrants to this Province. These societies send me a fortnight's notice in advance of the arrival of these immigrants, giving me their names, ages, occupations and years of experience at farm work.

These societies were founded in England some years ago by the most distinguished men, and aim to help their fellow-countrymen, without distinction of creed, to go and settle in the different parts of the British Empire.

Their mode of action is altogether rational. To receive the aid and protection of these societies, the emigrant must furnish a certificate of honesty, sobriety and good health, as well as show his capacity in farming, and if the society has any doubts as to his agricultural knowledge, they send him to a farm school to satisfy themselves that he knows the first rudiments of agriculture. Every year these societies delegate one of their directors to visit the immigrants sent out during the course of the year.

This director who does his work conscientiously, particularly notes the resources which these immigrants have to carry them through their first winter, and to such of them as have not succeeded, he again gives reasonable aid and assistance, provided always that they are deserving.

Canadians returning from the United States present themselves daily, and to these I give all the information necessary either to find employment or to settle upon lands; in fact, they share the same advantages as the emigrants.

A good number of French farmers were sent to me this year through the medium of the Hon. Hector Fabre. These were generally good workers on land. They are much sought after and give entire satisfaction. The French and Belgian families prefer to go to the townships north of Montreal.

I went myself to visit the township of Nominingue in June last, to observe the progress of the different French families established there through my agency, and was agreeably surprised at the prosperity which they already enjoy.

Of the number of immigrants who arrived during the year, consigned to this office, three were sent back home by the steamship companies for inability to work.

As for the number of immigrants for this Province it would be easy for me to have three or four times more, especially of English immigrants; but as the English population are in a minority in the Province, many of these people would be without work in the winter, and only increase the already too large number of unfortunates at that season of the year. To my mind it is better to make a choice of immigrants having a chance to succeed and who can be always looked after as I have done for the English and French families placed by me in the Eastern Townships, at Témiscamingue and Nominingue.

I advise immigrant families to arrive in this country in April or May so that the very first year the father and children, able to work, may hire with the farmers at a certain salary for the year, and I would also recommend them to rent a small house with a garden and to purchase small stock with the money they may have on their arrival, a cow, one or two pigs, and some poultry, etc., which will enable the wife and children to live during one or more years; in the meanwhile they can save, acquire experience, always necessary in a new country, and become acclimatized, after which they can rent or purchase a farm on their own account.

As for the French immigrants who go into the Ottawa valley or to the north of Montreal, I would very seriously advise them to buy lands some acres of which have been previously cleared by Canadians, together with a small house for a price ranging from \$100 to \$300 payable by instalments.

It is almost impossible to make a land-clearer of a French or Belgian immigrant, while the Canadians are perfectly at home in this kind of work, not a few of them amusing themselves by clearing new lands for the sole purpose of selling them to new arrivals.

In this way, the start usually so hard upon new immigrants, becomes more easy to support, and with a little money they secure a home and are sure to succeed; the acquisition of a property contributing moreover to retain them in the country.

My experience has taught me, that this is the best line of action and that success has been won in all cases within my knowledge in which it has been followed.

I take great pleasure in stating that the relations I have formed with the different European societies, enable me to foresee increasing success in the future in the number and quality of the immigrants for this Province, and that the methods adopted thus far have yielded the best material and most economic results.

Believe me, Sir,
Yours sincerely,

E. MARQUETTE,
Province of Quebec Immigration Agent, Montreal.

REPORT CONCERNING DR. BARNARDO'S HOMES.

(Appended to Agent Hoolahan's Report.)

TORONTO, 14th December, 1897.

JOHN HOOLAHAN, ESQ.,
Dominion Immigration Agent,
Ottawa.

SIR,—In response to your courteous request that, following the precedent of the past two or three years, we should submit to the Department, through yourself, a brief

Department of the Interior.

statement of our operations for the past season, I have pleasure in reporting a very successful and satisfactory year's work. Our numbers, indeed, show a slight falling off, the totals being 440 boys and 216 girls, as against 490 boys and 188 girls in 1896, but in the demand for the children, and in the facilities that have offered for securing homes for the newcomers the year has fallen behind none of its predecessors. Our young immigrants have arrived in four detachments, numbering respectively 130, 179, 141 and 206. The parties have travelled, as last year, by the Dominion Line, the first and last two crossing in the steamship "Labrador." Nothing could have been more satisfactory than the arrangements on board the "Labrador" for the accommodation of both girls and boys, and we cannot speak too highly of the efforts of the company's officers, both on shore and at sea, for the comfort and welfare of the young people. The inland transportation arrangements have been equally satisfactory, and our young charges have travelled both by sea and land without accident or mishap. In appearance, health and general physical condition we venture to affirm that the young people sent out by Dr. Barnardo during the past year would compare favourably with the same number of immigrants of any class or age, who have ever landed in the Dominion. Every boy and girl has had to pass the strictest and most careful medical examinations, and not one has been included in the parties that had not been pronounced to come up to a high standard of physical fitness. The children have, without exception, been under training in the English Homes in most cases for periods of many years, sometimes from early infancy. We have, in short, acted upon the conviction so often expressed in Dr. Barnardo's public utterances, that the flower of the flock only should be emigrated, and that it is nothing else than an act of criminal folly to attempt to unburden upon this country a child or an immigrant of any age who, either from physical disability, mental weakness or moral failure is unfitted or unlikely to become a useful self-supporting member of the community. The demand has been well sustained during the year, and we close the season without a boy unplaced, and with a number of applications to carry forward for next year's first arrivals.

There has been no relaxation in the work of maintaining close and watchful supervision over the young people in their new homes. The staff engaged in the work of visiting, and inspection has been increased, and five persons are now almost exclusively engaged in travelling about in the country, paying "Surprise" visits to the homes in which children are placed, and in every case furnishing a full report of the child's health, conduct and progress, the character of the situation and the manner in which it appears to be treated by the employer and the members of his family, the condition of the clothing and other details as to the child's welfare and surroundings. In addition to the personal inspection we have maintained a correspondence with all those under our care. This correspondence increases every year and at the Toronto office alone it now reaches an annual total of over eighteen thousand letters.

The establishment of the Winnipeg Branch Home has proved a success beyond our most sanguine expectations. Over 400 boys have passed through the institution during the year, and have been placed with farmers in Manitoba and the North-West Territories, and to judge from present indications, the demand for boys from 12 to 14 years of age seems practically unlimited. The majority of those who have been placed out from the Winnipeg Home during the past year, are boys who were sent from the English Homes when quite small, and have since their arrival been boarded out in farm households, generally in Northern Ontario, where they have been maintained at the expense of the institutions, while being trained in Canadian farm life and receiving their education at Canadian country schools. This "boarding out" department of our immigration work has proved one of its most useful and, in the results accomplished, one of its most valuable features. The children in preference to receiving their early training in English institutions, are brought up under the influences of family life and home training. They commence life in Canada at an age when they have scarcely begun to form habits or permanent attachments, and can readily adapt themselves to altered circumstances, and they become acclimatized and reconciled to the conditions of country life with a facility that would be impossible in children of more advanced years. The boys who have formed the various detachments that we have sent up to Winnipeg during the past year have chiefly been boarded out in Ontario, and we fancy it would be difficult to obtain

better material for successful settlers on the western prairies than the little lads who have gone up there after serving their apprenticeship in Ontario farm homes.

As must be expected with so large a number on our hands, we have during the year had to deal with a small number of cases that we have been obliged to regard as total failures either through physical break down, grave misconduct, inveterate bad habits, or incorrigibility of temper, and rather over a score of children have been returned to England whose further residence in the country we had reason to believe would be detrimental to the reputation of the work. We have thus sought to remove any ground for the implication that Dr. Barnardo in giving a start in life to those who have been under his care is in any shape or way, or in any single instance, imposing a burden upon the Dominion or adding an undesirable element to its population.

It would be imposing unduly upon your courtesy to make any lengthened reference to the Act of Parliament, dealing with the work of juvenile immigration, that has been passed by the Ontario Legislature during the past year, and which for the time drew a considerable amount of attention to the movement, and our own work in particular, but I may be allowed to express the conviction that the new Act if administered in the spirit that we have every reason to believe it will be, will in many respects strengthen our position, and so far from imposing undue or vexatious restrictions, will prove effectual in removing difficulties from our path and from the path of all who are engaged in legitimate and properly conducted immigration work.

I cannot conclude without placing on record our very hearty and grateful appreciation of the unfailing courtesy and ready help that has been shewn to those engaged in our work by the officials of the Immigration Department, and not least by yourself and your assistants. During the past year we have had to look to you for assistance on many different occasions, and I cannot speak too highly of the kindness with which the help we required has always been forthcoming. I beg you will allow me the opportunity of conveying to you the sincere thanks of all those on whose behalf I write for the unvarying and courteous attention we have received at your hands, and of which we shall hope to have fresh experience in forthcoming years.

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

ALFRED B. OWEN.

SIXTEENTH ANNUAL REPORT (1897) OF THE WOMEN'S PROTECTIVE
IMMIGRATION SOCIETY OF MONTREAL.

(*Appended to Agent Hoolahan's Report.*)

To JOHN HOOLAHAN, Esq.,
Dominion Immigration Agent.

The Committee of the Women's Protective Immigration Society have pleasure in presenting to their friends and the public, their sixteenth annual report.

185 immigrants have passed through the Home during the year.

122 English, 21 Irish, 15 Scotch, 2 Germans, 24 Swedes, 1 Finlander.

97 Church of England. 36 Roman Catholics, 13 Scotch Presbyterians, 1 Wesleyan, 6 Baptists, 6 Methodists, 26 Lutherans.

57 immigrants of previous years returned to the Home.

Seven parties, comprising 86 young women, were sent out through the United British Women's Immigration Association, by the Hon. Mrs. Joyce, St. John's Croft, Winchester, each under a travelling matron.

Two girls were sent out by Mrs. Foster of Bristol.

Department of the Interior.

A party of eight Swedish girls passed through the Home for domestic service in the North-West, their situations having been previously found for them by the Swedish agent in Montreal.

Five immigrants of former years returned to England, one to be married, two returned to their parents, and two in ill health. None of these were assisted with money from the society.

The number of immigrants registered in the books for the present year will be found slightly larger than that of last year, this is encouraging, considering the many causes which have tended to diminish female immigration from Great Britain to Canada.

Some of these causes are, the greater demand for labour at home, especially for domestic servants, owing to better times, and the continued cessation of assisted passages, and as long as so much assistance and encouragement are given by other colonies, this result must be expected. The committee, however, have great satisfaction in reporting that the class of girls received during the past season has been unusually good. This is especially noticed with regard to those selected for immigration by the United British Women's Immigration Association, not a single complaint of bad behaviour or of ill health has been recorded, and the good character and references brought out by each immigrant have proved to be well deserved by her conduct and capabilities. A large proportion of these numbers was passed on to Winnipeg and the North-West, their destination being arranged for before they left England. They remained for one night for rest and refreshment at the Home, before continuing the long inland journey.

The advantages of a home for women only, and controlled by women, cannot be over estimated, and are fully recognized by those societies in Great Britain who entrust their girls to the care of this society.

In March, Mr. James Smart, Deputy Minister of the Interior, visited the Home with Mr. McCreary, Commissioner of Immigration, from Winnipeg. They expressed satisfaction with what they saw of the work. Mr. Frank Pedley, Superintendent of Immigration, also paid a visit to the Home and expressed himself as well pleased with the society's work.

Miss Procter and Miss Urquhart brought out a party of 12 Roman Catholic girls in the "Laurentian" on May 31st. These were received into the Home until situations were found for them by Miss Procter. These ladies representing the Ste. Anne's Emigration Society, met the committee in June last, to discuss the possibility of working with them in assisting the emigration of Roman Catholic girls from the east end of London. Miss Procter has, however, since established a home of her own for young girls, in connection with the Ste. Anne's Society, and other societies in London, and the committee earnestly wish them every success in their admirable work.

During the past year the Girls' Home of Welcome, 272 Assiniboine Avenue, Winnipeg, has been established through the generosity of an English lady, for the purpose of providing safe and comfortable lodgings for young women passing through Winnipeg, as well as for those seeking employment in the city. The committee have had great pleasure in meeting Miss Fowler, Superintendent of the Home of Welcome, and hope that good results may come from their association with her in that part of their work which concerns female emigration to the North-West. The want of proper protection for girls in the newly settled parts of the country has long been felt by the Society, and they therefore look forward with the greatest satisfaction to Miss Fowler's valuable co-operation with them. The Girls' Home of Welcome is non-sectarian, and is worked on the same plan as the Women's Protective Society of Montreal.

Visits were received from Miss Williams, President of the Girls' Friendly Society in the Diocese of St. Asaph, and from Miss Fraser, Brentwood, Essex.

At the meeting of the National Council for Women in Halifax last June, a resolution was carried endorsing the scheme of the Women's Protective Immigration Society for furthering the immigration of women into Canada, and the local councils were urged to form committees. Two delegates from the Montreal local council were appointed in October to co-operate with the sub-committee of the W. P. I. Society which is now engaged in the development of the scheme. Negotiations have been opened, both with the local councils throughout Canada, and also with philanthropic agencies in England, and with individuals in the countries from which it is hoped to attract emigrants. This

last is the most difficult part of the work, and will need much careful attention and effort. An attempt will be made to form committees in some of the principal seaport towns from whence the emigrants leave, to ensure their being safely and comfortably housed, and to see to the shipboard arrangements on the passage to England. The Society feels confident that should the Government be prepared to offer assisted passages to selected emigrants, they would then be able to attract many suitable women, and that with the new arrangements they could ensure them a protected passage from their own homes to any part of Canada.

The secretary was absent for a few months in England, during which time her work was ably performed by Miss H. E. Hall, who has kindly consented to continue her interest in the work by becoming a member of the board of management.

The committee have every reason to be satisfied with the arrangements of the household under the efficient management of Mrs. Mahoney, the matron, who has now held the position for fifteen years.

Miss Turnbull, one of the travelling matrons for the United British Women's Emigration Association, brought five of the parties to the Home during the season. The committee have pleasure in testifying to her conscientious and excellent management in looking after the welfare of the girls under her care. She is always a most welcome guest.

The president, Mrs. Gillespie, declined re-election for the coming year, feeling that after seven years a change would be for the good of the Society and infuse greater life into the work. The committee have reason to congratulate themselves on the acceptance of the office by Mrs. Johr. Cox, who was unanimously elected at the last meeting.

The committee express their deep regret at the death of their valued friend and fellow worker, Mrs. Brackenridge, whose kind services will be greatly missed by them.

The Rev. James Patterson, Presbyterian city missionary, has visited the Home at frequent intervals, and receives from the secretary the addresses of all Scotch girls placed in Montreal.

When each immigrant is placed in her first situation the clergyman of the parish continues to receive a notice with the girl's address.

The officials of the steamship lines and railway companies continue their kind assistance in arranging for the comfort of the immigrants.

The managers wish especially to thank Mr. Hoolahan, Dominion Emigration Agent, and Mr. Marquette, the Provincial Immigration Agent, for their valuable co-operation.

It is with the deepest sorrow the committee hear the sad news of the death of Dr. Kirkpatrick. His great kindness and prompt attention in cases of illness can never be forgotten by them.

The whole respectfully submitted,

EVA VOSBURGH,

Secretary.

REPORT OF THE CHILDREN'S DISTRIBUTING HOME, KNOWLTON, P.Q.

(Appended to Agent Hoolahan's Report.)

132 children have been received into this Home during the months of March and July, 1897. Eight of these have been returned, and immediately replaced in new homes and situations. Nineteen of those emigrated in former years have also returned for one cause or another, these also have been replaced, in almost every case for higher wages. All seemed healthy and bright and desirous of earning what they could to help themselves and become independent. Over 600 applications have been received for children, since January 1st, 1897, showing that Canadian families are desirous of securing the help that even little hands can give.

LOUISA BIRT, *Agent.*

Department of the Interior.

REPORT OF THE MARCHMONT HOME, BELLEVILLE, ONT.

(Appended to Agent Hoolahan's Report.)

We only brought out 53 boys and 47 girls, 100 in all. They were from various Homes in England and Scotland with which we are connected, and their ages were from five to sixteen.

They have all been happily placed and have been visited in their new homes and found to be doing well.

We have always more applications than we can supply.

Yours truly,

ROBERT WALLACE.

EXTRACTS FROM THE REPORT OF THE DISTRIBUTING HOME FOR SCOTCH CHILDREN AT BROCKVILLE, ONT.

(Appended to Agent Hoolahan's Report.)

On April 14th, a party of 117 boys arrived, in charge of Mr. and Mrs. Thompson and Rev. F. A. Allan, ranging from eight to eighteen years of age.

The second party, consisting of 111 girls and seven boys, which reached Brockville 15th of June, was brought out by Mr. and Mrs. Quarrier, the youngest girl only two years, and oldest eighteen; boys five to eight years. Total for the year 235.

We believe all were of a most desirable class, being carefully selected from the large family in the "Children's City" at Bridge-of-Weir. That this is true regarding former parties, is self-evident, from the fact that we had far more applications on hand than the number sent, long before they left Scotland, and so could safely have brought three times as many, had the object been to get rid of the largest possible number. Mr. Quarrier is very particular as to their mental and physical stamina, so that if any fail to develop satisfactorily it is from unforeseen causes.

As you are aware, the Dominion Government required an official certification from its agent in Glasgow, as to each child's suitability. This was not given until he had first received a written guarantee from a private medical practitioner that he had carefully examined every one separately, and subsequently the Emigration Agent saw them undergo an official medical examination on board the vessel.

At Grosse Isle they had to be passed by a Government doctor, the same as other steerage passengers. We make these statements because we know the Dominion Government were as particular regarding the class of children brought into the country, and introduced as stringent measures to that effect as justice would allow, although responsible and irresponsible parties have recently asserted that there were practically no restrictions, or supervision of any sort.

Our large family of nearly 5000 continues to sustain the good name which it has honestly earned and maintained right along through a quarter of a century.

We are careful in the selection of homes, and supervise the children while in them, endeavouring to mete out justice alike to employer and child.

In a letter to Mr. Quarrier, Mr. J. J. Kelso, Superintendent of Neglected and Dependent Children, says: "I can fully assure you that the quality of your work was never called in question, for while I have had many complaints of other children going astray, I do not recollect one instance in which your children were charged with wrong-doing."

JAMES BURGES.

REPORT OF THE CATHOLIC CHILDREN'S PROTECTIVE SOCIETY.

(Appended to Agent Hoolahan's Report.)

ST. VINCENT RESCUE HOME,

ST. THOMAS STREET,

MONTREAL, December, 1897.

To Mr. JOHN HOOLAHAN,

Dominion Immigration Agent.

In placing before you my report of the last year's work, I must state, that the demand for young girls, between the ages of 10 and 15 years, is on the increase, both in the City of Montreal, and all parts of Ontario. Letters keep coming in every day. In June last we received 54 children, 30 females and 24 males; and in September 22 children, 13 females and 9 males, making a total of 76 children for the year. These children came out in charge of Miss L. M. Yates, Honorary Superintendent of the Society's work in England. Patrick Moor from the Dublin Union, I sent back in care of Miss Yates, as he was found of unsound mind and subject to fits. The children were all placed in a very short time, and many of those placed in June, were visited by Miss Yates during her stay in Canada in the month of September. She spent three weeks going through all parts of the country, looking after the children. She found them all with only one or two exceptions, well and happy in their new homes. Next year the Society is going to send out special visitors to make a more extended stay and to receive a more detailed account from the people and the children so that we may be able in the future to have better arrangements made in placing the children.

The greatest difficulty in my work, is trying to convince those people who make applications for girls and boys, that if they would only treat the children with a little more consideration, and pay them in a proper manner (as they always promise they will do if I only let them have one) all would be well, and they would become useful members of society in a very few years.

That they are wanted in Canada, I can prove by my application list, which has always about 100 names for boys alone.

During the year we prepared 7 boys for their first communion, bringing them home for that purpose as the people with whom they were living did not have time to see to it; and I placed them afterwards in other homes.

AGNES BRENNAN.

REPORT OF THE SOUTHWARK (ENG.) CATHOLIC EMIGRATION SOCIETY.

(Appended to Agent Hoolahan's Report.)

NEW ORPINGTON LODGE,

HINTONRURGH, P. O.

Ottawa.

We have had 55 boys sent out here under the auspices of the Southwark Catholic Emigration Society, eight of whom have gone to the Society's farm at Makinak in the Lake Dauphin district, Manitoba; six have been placed in the Province of Quebec; and forty-one in Ontario, within 100 miles of Ottawa here. I have only had two of this year's boys sent back as yet, which is very encouraging. I expect Father Gaisford, one of the priests of our Society, here to-morrow, who will, in all probability visit some of the boys placed around here previous to his departure for the North-West. During the year I have had to replace about ten boys, but that includes boys that have been sent to this country since 1895. I expect that all of our boys will be visited very shortly. We take full control of our lads until they are eighteen.

GEORGE CROXFORD.

Resident Agent.

Department of the Interior.

REPORT OF THE AGENT OF THE CANADIAN CATHOLIC EMIGRATION COMMITTEE OF WESTMINSTER, ENGLAND.

(Appended to Agent Hoolahan's Report.)

MONTREAL, 22nd December, 1897.

JOHN HOOLAHAN, Esq.,
Dominion Immigration Agent,
Montreal.

DEAR SIR,—I have received during the month of August from the Canadian Catholic Emigration Committee of London, England, thirty-eight children, five of whom were girls. I have placed them all with good and respectable people well able to care for them. So far, they have given entire satisfaction. This is, I believe, the best lot of children I ever received.

With my compliments, I remain,
Yours truly,

ANTOINE ROBERT.

REPORT OF ST. ANNE'S HOME.

(Appended to Agent Hoolahan's Report.)

258 LAVAL AVENUE, MONTREAL, 12th December, 1897.

JOHN HOOLAHAN, Esq.,
Dominion Immigration Agent,
Montreal.

SIR,—We have much pleasure in complying with your request for a short statement of the new work which our society has commenced in Montreal. Last year the executive of the Southwark Catholic Emigration Society caused an inquiry to be made as to the advisability of emigrating girls over school age and young women as domestic servants to Canada. It was reported that there was a most excellent opening for domestic servants in Canada, and Montreal was chosen as the most suitable centre. St. Anne's Home was opened in Montreal six months ago. It is used not only as a distributing centre, but as a Home. The immigrants find here a registry office and lodging where they return when changing place, and those girls who are in situations in Montreal, assemble at the Home on certain days of the week; the wish of the Society being as far as possible to supply the place of friends and relations from whom the immigrants are necessarily cut off.

A good deal of the work of the past six months has been the visiting and occasional replacing of the girls formerly emigrated in small numbers by the Southwark Catholic Emigration Society. The Society is no longer emigrating young children for adoption, the experience of past years having proved that this system of adoption is unworkable at least in Lower Canada, where the families are already numerous and where there is no law of adoption to safeguard the interest of the child. The girls at present emigrated are over school age and are placed as domestic servants under an agreement specifying the remuneration to be received.

The Local Government Board has permitted the emigration of girls over school age to St. Anne's Home—this being an exception to the general rule as to the age of girl emigrants.

We are very grateful to the ladies of Montreal and other towns for having consented to act as visitors and special friends to our girls. We have to acknowledge with thanks the assistance given to us by the officials of the Allan Line and the railway companies.

We are also very much indebted to Mr. Marquette the Provincial Immigration Agent, and to yourself for the unvarying kindness and courtesy with which we have always been met.

We have the honour to be,

Your obedient servants,

A. F. PROCTER,

H. URQUHART,

Joint Agents.

Department of the Interior.

REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, MAN., 12th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit, for your information, the following report regarding the work of this office, and matters of interest connected therewith, for the twelve months ended the 31st ultimo; and as this is my first report, only having assumed office on the 1st of March last, it may be somewhat imperfect.

A survey of the general condition of business in the North-West affords every reason for confident expectation of a remarkable development of the resources of this part of Canada in the near future. For several years past the farmers, whose industry is the mainstay of the country, have been making steady, if slow, improvement by a gradual reduction of their liabilities, adding to their stock and the area of land under cultivation and improving their buildings. In the last Provincial Bulletin, it is estimated that the expenditure in 1897 in Manitoba for farm buildings, dwelling houses, etc., outside of towns, is \$935,310, and the things which in the past have tended to retard the progress of our farmers, have to a certain extent disappeared.

The greatest cause for their increased prosperity arises, however, from the high price paid for wheat. While the crop was not even an average one, and would not compare in quantity with the year 1895, still on account of the straw not being so long, it was harvested more cheaply and more rapidly, and the returns have been much more satisfactory to the farmers than for many years.

The Provincial Bulletin of 11th December, 1897, gives the following statistics for the Province of Manitoba:—

	Area in Crop. Acres.	Average Yield. Bushels.	Total Yield. Bushels.
Wheat	1,290,882	14·14	18,261,950
Oats	468,141	22·7	10,629,513
Barley	153,266	20·77	3,183,602
Flax .....	.....	.....	247,836
Rye .....	.....	.....	48,344
Peas .....	.....	.....	33,380
Total grain crop			32,404,625
Potatoes	13,576	149	2,033,298
Roots	6,130	199	1,220,070

In addition to this cause for congratulation, the farmers have this year, almost for the first time, been able to realize on their hay, coarse grains and dairy products at paying prices. The railway construction now going on in the west and the development of the mineral wealth east and west, has provided a market for these commodities for the farmers of this great prairie district at their very doors.

In Alberta, along the Calgary and Edmonton line, the merchants of the various small towns bought even the vegetables which the farmers had to sell for shipment to the Crow's Nest road and the Kootenay mines. There is no longer heard from the farmers the complaint that they have to sell their butter for five and six cents per lb., eggs eight cents per dozen, and oats twelve cents per bushel, and now that they realize that there is a market near at hand for all products of this nature, it is expected that in the future they will rely not only upon their wheat, but upon their coarse grains and dairy produce.

One of the best indications of the present financial condition of the farmers in this country is shown by the large number of sales of land which have been made by the Canadian Pacific Railway and Canada North-West Land Companies, which during the years 1896 and 1897 were as follows:—

C.P.R. {	1896.....	87,878 acres, value \$308,928
	1897.....	199,482 " " 665,686

The sales of 1896 were about 50 per cent in excess of those in 1895, and of the purchasers this year only 144 came into the country during the year 1897.

C.N.W. Land Co. {	1896.....	20,100 acres, value \$114,000
	1897.....	38,994 " " 210,549

Owing to some of these loan and land companies not yet having made up their returns, I am not in a position to report in detail as to their sales, but I have before me letters from several of their managers in which they state that this year's sales have been double and in some cases treble what they were the two or three preceding years.

Interest and principal on all mortgages and contracts for sale of farms have also been met very promptly, and I hear that in a number of cases the farmers in the older districts are lending money on mortgage to their newly arrived neighbours. Some of the agents in this city have reported to me that they have sold more farms during the last six months than they did in the previous five years, and there have come to my personal observation within the last week many sales of lands in Manitoba at prices much higher than have been asked for several years back.

MINING DEVELOPMENT.

The importance of the development of the mining industry seems to be but imperfectly understood. It is not the momentary output of so much wealth, nor the corresponding creation of small mining centres that constitutes all its advantage, but it is the inducement offered to immigrants and the consequent arrival of large numbers of industrious, enterprising settlers that is the real benefit. The farming community realize that the now assured success of the various mines, opened up both east and west of our prairie region, means that a population will be brought in that will consume those bye products of the farm which up till now have been of little value, and have consequently been neglected. Last winter, for instance, it was found that over \$130,000 worth of poultry had been imported within a couple of months, the greater part of which went to the various mining centres, and this demand will no doubt be provided for by our western farmers in the future. Mining towns may decay as quickly as they grow, the precious metals will be sent away, but the population once here will mostly remain, though perhaps not always in the same locality.

We have but to look at Colorado and California, in the neighbouring States, as well as our magnificent sister colony, Australia, to see how immigration to these countries has been encouraged by the development of their mines. Up to the year 1850 or 1860 these countries remained almost unknown, but as soon as gold was discovered, as if by magic, the trade and commerce and agricultural resources rose into prominence, and long after the gold fever had spent itself, the impetus remained and the former progress could not be withstood. Let anybody ask himself, would these marvellous changes have taken place in so short a time but for the discovery of gold? Certainly not, for we have many examples to prove that the most fruitful soil and the most patient industry will only gradually attract the wished for emigrants, and that years pass before the small settlements grow into anything larger than moderate sized country towns.

OFFICE DUTIES.

Owing to there being practically no one in charge prior to my appointment, all books, correspondence and files were kept at the Land Commissioner's Office, and consequently it was necessary to start new files and generally to put the machinery of the office in running order.

Department of the Interior.

Upon inquiry from the clerks in the office, it was learned that no steps had been taken in the past to obtain any accurate returns of the number of immigrants arriving in the North-West, an account being kept only of those who remained in or registered at the immigration hall. Shortly after assuming office I took steps to have the agent at Port Arthur, Mr. McGovern, meet all trains east of that point, and by accompanying it for three or four hours, ascertain the names and destination of all intending immigrants travelling by the Canadian Pacific Railway main line, and forward his report here by the conductor. This, of course, does not include those coming by lines from the south to the Canadian west, nor those who drive in by teams from the States, but I am pleased to note that you have taken steps to overcome this difficulty by getting this detailed information from the railway officials and the Police and Customs House officers.

When any large party of immigrants are coming in, we are generally advised by wire of their number and nationality, and the various interpreters proceed down the line, take charge of them and ascertain not only their names and destination, but the amount of capital they possess. In this way we are able to facilitate settlement of the incoming immigrants, especially those unable to speak English.

The number of letters since establishment of this office on the 1st March last, is 5,145 received and 5,087 sent. Among such letters are many inquiries as to the advantages of the country, and a large number of pamphlets, maps and copies of delegates' reports have been mailed to persons believed to be interested in the country.

It is estimated that on an average, except during the winter months, the office is visited on business by about 100 persons each day, and it is fully the work of one man to attend to the public and answer inquiries.

Township registers have been provided, in which are noted the changes which take place in the standing of Government lands, and immigrants can be furnished with lists of vacant lands in any district which they may wish to visit.

We have on record here plans of all townships which show the natural features of the land and ordinarily give some information as to the quality of the soil, and thus immigrants are enabled, before going to the expense of a trip to a district, to see how far distant from a railway the vacant lands are, and also to form some idea as to their character.

Before another year it is hoped to have on exhibition on the walls of the office large sized maps of land districts, on which are shown in various colours the vacant lands open for homestead entry, those patented and those held under homestead entry, but not yet patented.

Among other duties, with which I am charged, is that of inquiring into any complaints, either of immigrants or of resident settlers, and to see that redress is given, if deserved, and payment was secured in a few instances of wages due to labouring men after they had returned to the British Isles. I am pleased to say that complaints as to non-payment of wages are now of very infrequent occurrence, the financial position of the farmers having so much improved. Of course disputes will arise between employer and employed as to the manner in which a bargain has been carried out, and much time is often spent in investigating these difficulties, and attempting to arrive at an equitable settlement. Several cases have also occurred where sales have been made to Galician immigrants of land near the city, to which the title is defective, and I have had a good deal of trouble in attempting to get matters adjusted.

In addition to other duties, a considerable portion of my time has to be spent in discussing the advantages of various parts of the country with large numbers of delegates who are sent up by the agents working in the United States, as well as with men of means and influence, who are visiting the west, and desire to become acquainted with its resources and progress.

EMPLOYMENT BUREAU.

On account of the large number of young men and young women whom we may confidently expect to come to this western country as immigrants, with little or no means, and who seek employment with farmers, it was of the utmost importance that I should inaugurate and carry into effect a proper system for the employment of men and women desiring work, as well as to ascertain the names of those farmers who require help.

With a view to placing this bureau on a proper basis, I procured copies of the Acts and forms in use in the States of Minnesota, Nebraska and New York, especially of the latter State, as well as from the National Employment Bureau being started by the Salvation Army; and it is my intention shortly to have the machinery of this bureau in much better working order than it was during the past season.

However, by inserting an advertisement in various papers throughout the Province and Territories, early in the spring, and bringing the operation of the bureau to the notice of farmers, we have been able to provide employment for practically all who applied for farm work, until winter set in, and have supplied the farmers, free of cost, with the help desired.

We have endeavoured, I may say, in all cases to ascertain that the party applying for help is of good moral character and in a financial condition to pay his employee's wages, and I am pleased to state that we have not had a dozen complaints during the year. The importance of securing suitable situations and remunerative wages for the men and women arriving here can scarcely be over estimated.

It will be seen from the subjoined statement that the business this year is more than double that done in 1896.

	1897.	1897.	1896.	1896.
	Number of Situations Vacant.	Number of Vacant Situations Supplied.	Number of Situations Vacant.	Number of Vacant Situations Supplied.
January	40	40	35	17
February	48	26	49	27
March	212	119	No returns.	No returns.
April	172	176	291	172
May	67	158	157	129
June	144	66	139	76
July	280	111	179	126
August	717	451	126	91
September	320	158	76	41
October	431	394	30	32
November	93	78	28	21
December	75	28	41	25
	2,590	1,805	1,151	757

I purpose issuing during the winter, a large number of circulars to farmers inquiring as to the help they will require to engage next spring, and hope by means of the information thus gained, to be able to offer a certainty of employment to those intending immigrants who require and deserve it.

IMMIGRANT ARRIVALS.

The arrivals in Winnipeg of immigrants during the year 1897 are as follows :—

January	32
February	164
March	229
April	561
May	2,842
June	1,722
July	1,232
August	758
September	899
October	1,112
November	859
December	454

10,864

Department of the Interior.

NATIONALITIES.

	Total to 31st Aug.	Sep.	Oct.	Nov.	Dec.	Total.
English	885	251	244	104	35	1,519
Irish	26	12	11	17	3	69
Scotch	117	53	16	13	6	205
German	351	64	22	71	12	520
Scandinavian	355	28	53	29	9	474
French and Belgian	316	41	22	3	1	383
United States	457	82	57	83	33	712
Canadian	806	287	586	400	294	2,373
Galician	4,038	65	84	124	52	4,363
Russian	28					28
Other Countries	161	16	17	15	9	218
	7,540	899	1,112	859	454	10,864

It must, however, be borne in mind, as already stated, that this record is necessarily imperfect, as particulars of arrivals by the main line of the Canadian Pacific Railway from the east have been taken by Mr. McGovern, immigration officer at Port Arthur, only since the first of June last, and many immigrants come into the country over the Canadian Pacific Railway "Soo" Line, the Great Northern and the Northern Pacific Railways, and others drive in by teams from the United States.

It is satisfactory to notice that these records show the large number of 10,864 souls to have passed through here for settlement at various points in Manitoba and the Territories during the last year, and I think to this number might safely be added at least twenty-five per cent to cover those who came by the lines from the south and by driving across country.

OUR AGENTS' WORK IN THE STATES.

Sufficient time has not yet elapsed for results to be appreciably felt of the work being done in the United States by the large number of agents employed there during the past summer, but we may confidently expect a very large immigration from the south next season.

DELEGATIONS.

Quite a large number of delegates have been sent up by farmers from various States notably from Michigan, Kansas, Nebraska, Wisconsin, North and South Dakota, Minnesota and Pennsylvania, and in every case these delegates, although on arrival they were somewhat doubtful as to the climate and agricultural resources of the country, have returned delighted with what they have seen, and taken back to their friends glowing accounts of the Canadian west. They were, almost without exception, practical farmers who observed closely the condition of our farming community, and spent in some cases four and five weeks visiting the various districts. One of the most representative of these delegates told me that after five weeks driving through the new settlements in the Yorkton, Prince Albert and Edmonton districts he had yet to hear the first complaint from any settler, and that he found them all well satisfied with their condition and prospects.

From personal conversation with many of these delegates, it was ascertained that a large number of those they represent, and who are desirous of emigrating, were Canadians who crossed the lines in the early eighties, and who are about to return to their native heath. Some do this on account of their sons having grown up and desiring to purchase new farms and the land, especially in Dakota, is so high that their limited means preclude them from making the purchase; others on account of the financial depression, or other causes by which farming has become unprofitable.

CANADA AND THE UNITED STATES.

The increase in immigration this year is, I think, cause for congratulation, as the annual report of immigration of the United States, Canada's greatest competitor for a number of years, shows that the total immigration to the United States during the last year was only 230,832, the smallest number of any year since 1879. Of these 230,832, 44,476 have been in the United States before and are returning, and 97,690 are going to join their immediate families, so that there remain only 88,666 of those who came in as *bona fide* immigrants in preference to going elsewhere.

It is worthy of especial notice that a very large percentage of those arriving in the United States are from countries in the south of Europe, such as Italy which sent last year no less than 59,431 immigrants, and a considerable number from Turkey in Asia, Arabia, Assyria and China, from which countries it is not desirable that we should secure any immigration whatever. The people are not at all adapted to farming pursuits, but invariably enter the already overcrowded cities of the United States. I think we may safely conclude that the causes are disappearing which formerly attracted to the States the bulk of immigration of the farming and labouring classes from Great Britain and Northern Europe, and that the preference of immigrants will be now for other less developed countries, which offer such substantial inducements and unrestricted welcome as does this western portion of Canada.

EXODUS STOPPED.

Although during recent years not a few settlers, especially Germans from the United States, Swedes from Minnesota, Nebraska and other States of the Union, who had come in and settled in certain portions of Assiniboia and Alberta, left the country, there is cause for much congratulation in the fact that not only have none gone out this year, but many of those who left during the years above mentioned are returning sadder, but wiser men.

FORMER SETTLERS RETURNING.

During a recent trip I made through a large portion of Alberta and Eastern Assiniboia, names were given of many settlers who had gone years before to Washington, Nebraska, Idaho, and as far south as Alabama, and were now preparing to come back.

COLONIES PROSPERING.

Owing to the extreme pressure of other duties, we have not had time to have the interpreters visit and report in detail as to the colonies of various nationalities throughout the west, as was frequently done in former years. We have only been able to do this in portions of the French colonies in Manitoba, and in one of the Scandinavian colonies. From brief visits, however, made to several of these colonies by myself, as well as by other gentlemen who have visited them this last fall, I learn that material progress has been made by all of them, with but one or two exceptions. These colonies are now becoming so numerous and thickly populated that, in my opinion, the expense of getting a detailed statement showing the increase in population, stock, implements, etc., is not warranted where the colony is known to be prospering, and many of these colonists hesitate about stating, even to a Government official, the exact condition of their affairs.

GALICIAN IMMIGRATION.

On assuming the duties of my office on the 1st March last, I found in the immigration hall about 100 Galician immigrants who had been quarantined on account of a case of small-pox, and in the city there were resident 105 heads of families, representing 575 souls of this nationality, who had arrived in previous years, but possibly for lack of advice or assistance as to locating on land had remained here, and during our long winter season required to seek relief from the civic authorities.

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I have to acknowledge the kind assistance given by the railway companies in providing either free transportation or greatly reduced rates, by which these people have now been placed on land, and with the aid of relatives or friends are earning their own living, and although no less than 4,363 of these Galicians arrived during the season of 1897, it is very satisfactory to learn from the City Relief officer that to-day there are only fifteen families in receipt of assistance, and for even this small number the disastrous prairie fires of the 2nd October last are in a measure accountable.

About 3,300 of these immigrants arrived within one month this spring, and being entirely ignorant of the English language, in order to locate them on land, it was necessary to provide interpreters and land guides. For some of the poorer immigrants to Yorkton and Saltcoats, teams were supplied to transport their effects to their homesteads and to assist in hauling logs, sods, etc., for their buildings. Some went to join their fellow countrymen near Fort Saskatchewan, and at the Stuartburn Colony, established last year near Emerson, but the majority went to new colonies which were organized near Yorkton, Saltcoats and Dauphin. The following statement shows the number of heads of families who have this year actually settled on land in the various colonies, apart from those who have taken employment with farmers:—

Dauphin	247
Stuartburn	168
Yorkton	163
Saltcoats	35
Gonor	18
Pleasant Home	19
Fort Saskatchewan	86
Other places	29
Total	765

Homestead entries have been made by 166 settlers of this nationality this year, and about 431 have squatted on Government land, for which they will make entry next year, as in many cases their means are nearly exhausted by their long and expensive journey. They have been encouraged to put up small buildings on their lands and to acquire a cow or two, so as to become self-supporting rather than to use much needed funds in payment of entry fees.

Several of these immigrants, when they arrived at their destination, were found to have contracted scarlet fever and measles, and it became necessary to provide medical attendance.

In this connection, I would recommend the erection of a detention hospital, containing at least four wards, at or near the immigration hall in this city, with a sterilizing plant for use in connection therewith. In this way all infection could be removed both from the immigrants and their baggage, before despatching them west, where the expense of medical attendance is much greater, as well as the danger on account of the immigrants frequently being exposed to inclement weather.

Our Galician interpreter is now engaged in taking liens on the lands of the settlers at Saltcoats and Yorkton, and from some of those at Stuartburn, to secure re-payment of advances which it became necessary for the Department to make to them on their first arrival for provisions, medical services, land guides, interpreters, cows, teams and breaking land, which amount in all to about \$3,500. This will leave an unsecured expenditure of \$2,500 in connection with their settlement, or about 50 cents for each Galician immigrant who has been placed on land,—a very moderate outlay indeed in view of the important assistance which has been rendered these people. The liens above referred to will be taken from about 225 immigrants, and will not average more than about \$15 for each head of a family.

It must be remembered that by the establishment of these colonies in various parts of the country, provision is made whereby new immigrants of the same nationality can be located at comparatively little expense, either with friends or on land adjoining the colony, so that this expenditure may be regarded as largely of the nature of organization with a view to encouraging further immigration of this class.

The people arrive here absolutely ignorant of the language and customs of the country, and of the best methods by which they can meet successfully the new conditions of life in the Canadian North-West, and in order to make Galician immigration a success, it is in my opinion essential that we should provide at each large colony some trustworthy person, who is a practical farmer and knows their language, who can advise them as to the precautions to be taken against prairie fires, the best methods of preparing and cultivating their land, and securing hay for their stock; assist in finding employment for those who require to earn wages in order to carry on their farms, and generally advise with and assist them, and supervise their farming operations, for at least the first year after settlement. Such a man's remuneration need not be large as he would not be expected to give his whole time to these duties.

Very widely different views are held as to the likelihood of Galician immigration to this country proving a success, but it must be admitted that a larger proportion of these people, than probably of any other immigrant nationality, have been trained to agricultural pursuits. They are skilled in caring for cattle, are strong and hardy, and adapt themselves readily to the use of farm machinery, and some show remarkable ingenuity and industry in making articles for household and farm use.

The demand for domestic servants has been so great that it has been found impossible to supply it in towns such as Portage la Prairie, Brandon, etc., from among the young women who immigrated here, who thus earn from \$6 to \$8 a month, and for the most part prove satisfactory to their employers, and very quickly acquire a knowledge of the English language. A number have taken work with farmers, and I anticipate that in future years we shall see many places provided for Galician families with some of our well to do farmers, by lodging them in a small log or sod building near the farm. The man can be employed at farm work, the woman assist with domestic duties, and the children can be made useful in herding cattle or weeding gardens, etc., and the whole family is hired for \$130 to \$140 and board. This experiment has been successfully tried by several farmers this year.

Galicians have been inured to cold in their native land and brought up in the hard school of adversity. They are accustomed to the practice of rigid economy, and thus are able to start farming upon such small means as would be inadequate for the average English settler, and they willingly settle on land of inferior quality, if somewhat wooded, which would be rejected by the ordinary American or Canadian settler.

While I realize that it is difficult to lay down any hard and fast rule as to requiring an immigrant to be possessed of some capital, in view of the well known fact that some of our most successful settlers have come here with no other means than strong hands, a good character and willingness to work, it is a matter for regret that some of the Galician immigrants arrived this year with scarcely any means, and therefore have required assistance from the Government. But the proportion who arrived with less than \$30 in their possession was not more than from 25 to 30 per cent, and I estimate that our Galician immigrants this season, brought to the country not less than \$70,000, all told.

A prejudice against the Galicians exists in some minds on account of their peculiar garb and foreign language, but the same objections were raised to the Mennonites when they arrived here, and now they are admitted to be among our most successful and law-abiding settlers.

A very important difference exists between the two nationalities, in that while the Mennonites cling to their own language, schools and style of dress, the Galicians readily adopt Canadian methods and habits, and are already applying to have schools established in the various colonies, in order that the children may learn the English language.

I notice, too, that the prejudice against these people is strongest where they are least known, and that many who at first objected to employing them, now speak highly of their capability for farm work.

DAUPHIN DISTRICT.

It was necessary during the spring to open an immigration hall at Dauphin, on account of the large numbers flocking to that point, and to temporarily secure the

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services of a caretaker and two land guides. Over three thousand people located from that point during the year. The immigration hall was closed early in the fall and the services of the officials were dispensed with, except Mr. Paul Wood, land guide, who is able to speak German and other foreign languages and is of much use in looking after Galicians and others, who require assistance and information. He is also visiting portions of the country, as yet unsettled, to ascertain their agricultural suitability. Although the country immediately round Dauphin is almost all settled up, a large influx of settlers is expected there next year on their way to a new tract of country known as the Swan River Valley, recently surveyed and opened up by a colonization road, as well as to the district lying between Lake Dauphin and the Swan River, and the lands lying near Fork and Pine Rivers.

The greatest kindness and courtesy were shown by the managers and other officials of the Dauphin Railway, in assisting immigration to that locality.

MANITOBA AND NORTH-WESTERN RAILWAY.

Considerable attention has also been paid to inducing settlers to locate along the line of the Manitoba and North-Western Road in Manitoba and Assiniboia. For many years past the country along the western end of this line made poor progress. Many of the settlers left the district, abandoning their farms and decrying the country, so that it was difficult to induce immigration to the vacant lands along the western portion of this line. However, having had reliable reports from men capable of judging as to the grand territory in the Saltcoats and Yorkton districts, and west and north of these points, I had several conversations with Mr. W. R. Baker, manager of this road, at Winnipeg. Through his assistance in directing immigration to these points, a large number of Galicians were induced to locate in three different colonies along this line, and in addition many Germans and others, some of whom had been for years resident in this city, and quite a number from the neighbouring States were induced to homestead and purchase farms at various points from Birtle west to Yorkton.

The reports of this district brought back by delegates from the States were most encouraging, and I feel confident that during the next year a large immigration will go along this road. One of our best delegates from the States informed me that nowhere in his own country, or in Canada, had he seen cattle of as fine a breed or in as good condition, as those around Yorkton.

From a personal visit over the line, and several days spent in driving through the district this fall and conversing with settlers who had remained and stuck to their farms, I am convinced that the cause of so many having left in the past and given the district a bad name, was not on account of the capabilities of the country, but must be ascribed to some other reason. Probably either the settlers were unsuited for agricultural pursuits, or their discontent was due to the unsatisfactory manner in which a large number of them were brought in by colonization and other companies, who granted to the settlers loans upon their arrival. The settlers, in many cases not being practical, relied upon these loans instead of upon their own exertions, and the consequence was that when the goods or moneys supplied by the companies were exhausted, they became disgusted and left.

The operations of these companies have no doubt been a great drawback to this district, and I trust that means will be taken to prevent this difficulty from recurring in the future.

It is a matter for regret that owing to continued litigation, the proposed extension of the railroad towards Prince Albert has not been carried on, as thereby a very fine agricultural country would be opened up. It is feared that if this is not done several settlers in the Fishing Lake and Sheho Lake neighbourhoods may decide to change their locations owing to the long distance from a railway.

For the greater part of the year, it was found necessary to utilize the services of Mr. C. W. Speers along this line, but as the train only ran up once a week, returning the next day, it was found awkward and expensive to have him remain there for an entire week to accomplish work which could sometimes be done in twenty-four hours.

Hence I am pleased to know that the Department at my suggestion has recently appointed an agent, Mr. J. S. Crerar, who will be located at Yorkton, to look after the immigration along that line.

THE CALGARY AND EDMONTON RAILWAY LINE.

Probably the greatest progress in the western country has been made in Alberta along the above line of railway, running from Calgary to Edmonton, and north, west and east from the latter point, where a few years ago farmers experienced serious drawbacks on account of the long haul and heavy freight rate on wheat, and the lack of a market for coarse grains, vegetables and dairy products. The reverse is now the case, and the farmer in Alberta is nearer to the markets in the mining camps and on the construction of the Crow's Nest Railway, so that unless he requires to ship his wheat to eastern markets he is in as good a position to succeed as is the Manitoba farmer.

During my recent visit along this line and several days' driving among the settlers, I was astonished at the progress the district has made during the past year, and was greatly pleased to find a spirit of contentment and prosperity pervading the entire settlement.

Some difficulty is experienced by the new settlers on account of the town of Edmonton being divided by the river, the land office being at a distance from the business centre on the north side, and the station and immigration hall and office on the south side. It is hoped that with the construction of the new railway bridge these various offices will be brought more in touch with one another, and thus obviate the difficulties now experienced.

The C.P.R. trains from the east arrive at Calgary about midnight, and the train for Edmonton starts the next morning at an early hour, and in view of the expected rush of immigration to this district during the coming year, it will be necessary to temporarily strengthen the staff at Calgary, and supply some land guides along the line. It was intended that Mr. Sutter should travel up and down this line, and look after and give information to settlers as they came in, but this was found impracticable as his entire time was taken up in driving delegates round the country, showing them the lands open for homestead, and assisting incoming settlers to select proper locations.

LAND GUIDES.

I desire especially to impress upon the Government the importance of having practical, experienced land guides available to assist intending settlers to make proper selections of land. Steps have been taken at various points where we may expect settlement next year, to see that either tents or abandoned buildings at convenient distances are provided for the shelter of immigrants coming into the various localities. This precaution is of great importance because, from considerable experience in the early days, I am convinced that many of those who left the country, even before they had got to their homesteads, did so because no proper steps were taken to protect them, their wives and children from the inclemency of the weather.

Our work is only partly done when we have brought an immigrant to this country, for if he locates on land unfitted for the class of farming operations in which he proposes to engage, all his labour may be thrown away, he fails to succeed and becomes discouraged and perhaps leaves the country. An immigrant who takes up land in a new country necessarily meets with considerable difficulties, annoyances and expense even under the most favourable circumstances, and I believe that no expenditure in connection with immigration will give better results than a judicious outlay on competent land guides in promoting contentment among the incoming settlers and inducing them to report favourably to their friends as to the help and attention shown them by Government officials in selecting their future home.

These guides must, however, be practical, trustworthy and experienced men acquainted with the system of survey, and having a good knowledge of the trails, rivers, &c., for nothing is more annoying to a new comer than to be placed in charge of a man who is unable to show him the exact location of the land of which he is in search.

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DAIRYING INDUSTRY.

I am indebted to Mr. C. C. Macdonald, Manitoba Dairy Commissioner, for the following interesting information regarding the development of this important industry so far as this Province is concerned.

The first creamery was established in 1888, and in the following year Mr. Robert Scott began to operate one at Shoal Lake on the line of the Manitoba and North-Western Railway. This is to-day the finest and best equipped creamery in the Province, and as a building is equal to any in Canada. In the early part of 1895 the Manitoba Government undertook to advance the dairying interests by granting aid to farmers to establish creameries and cheese factories throughout the Province. Their numbers are as follows:—

	Creameries.	Cheese Factories.
Prior to 1895.....	5	—
At the end of 1895.....	19	33
At the end of 1896.....	24	—
At the end of 1897.....	29	49

Last year the Manitoba Government established a dairy school in this city which has met with success and proved a great benefit, generally to the Province. It is equipped with all the latest improved machinery, both for hand and power work. There are two courses during each season, the farm dairy course and the professional course, for the purpose of educating the sons and daughters of the farmers of the Province as well as the butter and cheese makers. A competent staff of instructors is employed and everything in connection with the school is furnished gratis by the Government, the students only having to pay for their board while in attendance.

There has been a large attendance of students every session. As many as 65 have attended during one session, and the interest taken in the school by the farmers, butter makers and cheese makers is increasing year by year. Six students passed the professional examination in 1896, and 23 passed in 1897. The majority of butter makers and cheese makers that are managing butter and cheese factories in Manitoba at the present time are those who have taken a course in the school.

As regards the dairy export trade, up to the year 1894, very little dairy produce was sent out of the Province, the bulk of it being required to supply local demand, but the estimated value of the quantity manufactured that year, both in factories and on the farms, was \$34,000. This year very careful statistics have been kept, and it has been ascertained that the output was:

Butter, 987,179 lbs., at an average price of 18 cents	
per lb.....	\$177,692 22
Cheese, 987,007 lbs. at an average price of 8½ cents	
per lb.....	83,895 59
Total	\$261,587 81

This is an increase for the season of 1896 of \$60,965.41.

Mr. Macdonald points out that Manitoba is naturally a dairy province. The abundant growth of many nutritious grasses is more than sufficient to insure perfect pasturage for stock during the summer months, and a plentiful supply of hay for winter fodder. Every year there are thousands of acres of this grass cut and cured for hay for winter feeding of stock, and at the same time there are thousands more that go to waste for want of cutting and grazing. Fodder corn can be raised with good success for winter feeding. Many farmers cut oats and barley just before they are ripe, and when cured they store it the same as hay. This makes luxuriant fodder for the cows giving milk, or for stock of any kind.

The water supply is abundant and all that could be desired for a dairy country. Beautiful streams of clear running water and numerous lakes giving the Province pure water for that purpose.

The climate is perfectly healthy for stock. Cattle always thrive in a healthy condition.

I am pleased to notice that in the Territories the assistance rendered by the Dominion Government is resulting most satisfactorily in the operation of creameries. From a report received here the following statistics are obtained :—

Creamery.	No. of Patrons.	Cream in inches	Butter, lbs.	Cost of Buildings.
Moosejaw	55	35,276	49,265	\$3,500
Regina	74	31,864	30,502	....
Qu'Appelle	97	27,020	25,960	1,750
Indian Head	61	20,362	22,715	3,500
Yorkton	112	34,586	49,352	...
Wolseley	47	5,888	19,974	1,200
Grenfell	80	35,319	39,706	1,650
Whitewood	130	48,908	46,871	800
Moosomin	113	35,331	31,583	1,862
Total	769	274,554	315,928	

I have already alluded to the beneficial effects of the operations of these creameries in promoting the welfare of the farmer, by providing a cash revenue of not less than \$20 from each cow which is in good milking condition during the operation of the creamery for the five summer months. A large development of this important industry may be confidently looked for in the immediate future, and its importance in the interests of immigration is, of course, very great.

PRAIRIE FIRES.

The disastrous prairie fires, which occurred near Beausejour, Reaburn, Lake Francis and St. Anne early last October, inflicted serious loss on many worthy hard-working settlers, the total loss as estimated in the Provincial Bulletin being \$130,925; and near the first mentioned settlement an immigrant family of seven persons were burnt to death.

The conditions were peculiarly favourable for the spread of these fires as, after a prolonged season of dry weather, very high winds prevailed. The loss is deeply to be deplored and evoked widespread sympathy, which was shown by the prompt and effective measures taken by the Provincial Government and private individuals to relieve the distress.

A number of our Galician settlers at Stuartburn and Brokenhead were among the sufferers, some of whom had come out last year, and I at once went out and provided relief for their immediate necessities.

It is hoped that the danger of a recurrence of this calamity may be lessened with the rapid increase of the area of cultivated land, and the greater demand for hay, by which the hay meadows will be cut on which, in some districts, thousands of tons each year go to waste and add fuel to these fires.

STOCK.

I beg to supplement this report with the following facts relating to the export and import of live stock during the year 1897. The firm of Messrs. Gordon & Ironsides have exported to Great Britain and other markets, 30,000 head of cattle; Mullins & Wilson, 3,000; John Wake, 1,200; McMillan & Co., 1,200; making a total of 35,400 head of cattle that have been shipped from our country by the four firms above mentioned. Numbers of others have shipped smaller quantities. These cattle would average 1,250 lbs. each, off the grass, and have been in fine condition for beef, bringing back a revenue of \$36 per head, making \$1,274,400. Considering the number of cattle that have been shipped by smaller dealers, it would be safe to estimate that two millions of dollars have reverted to this country through the shipment of cattle during 1897.

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The great area of land being brought under cultivation, as well as public work going on in the country, such as railway construction, has created a good market for horses, a large number of which, raised in Manitoba and the Territories, have found a ready sale at fair prices.

In addition to this Mr. James Simpson has imported into Manitoba during this year 600 horses; David McGregor, 300; James White, 200; making 1,100; and besides this number a great many smaller lots have been brought in which have been readily sold. These facts go to show that we do not depend solely on the production of wheat, but that mixed farming is very profitable, the fact being that the nutritious grasses of our prairies enable us to produce beef equal to any in the world, as well as horses, sheep and dairy products which are nowhere excelled.

I am, Sir,
Your obedient servant,

W. F. McCREARY,
Commissioner.

REPORT OF DOMINION HEALTH OFFICER AT WINNIPEG.

(Appended to Commissioner McCreary's Report.)

WINNIPEG, 1st January, 1898.

FRANK PEDLEY, Esq.,
Superintendent of Immigration,
Department of the Interior,
Ottawa.

SIR,—I assumed the duties of Medical Health Officer on the 1st of March, 1897, and beg leave to report as follows:—

I found on my first visit to the immigration hall, a number of the inmates suffering from scabies. I had those who were affected with this loathsome disease put under proper treatment, and at the same time I had the building cleaned and disinfected. I find amongst the foreign immigrants on their arrival here, a large number suffering from said disease.

I carefully inspected all incoming immigrants on their arrival, before they were allowed to enter the hall, and on one occasion I went down the line as far as Ignace, to meet two incoming immigrant trains, which were reported to have on board a large number suffering from infectious diseases. I found a number of cases of scarlet fever on each train, and a few cases of measles. I sent three cases of scarlet fever to the Winnipeg hospital, and I was obliged to treat three cases in an isolated building in connection with the shed.

In order to protect the officers and employees of the Department from infection, particularly those handling cheques, tickets and other papers, I furnished them with an antiseptic solution, with instructions to make use of it on every occasion when exposed.

I made daily visits to the shed, in fact I have not missed visiting the shed one day since I assumed my duties, ten months ago, and I am pleased to report that there has not been a single case of disease contracted during the term, by any of the officers or employees of the Department, or by any one visiting the hall.

Some slight changes in the plumbing were made, securing better drainage. There is at the present time, however, great need of increased lavatory accommodation in the foreign wards of the building, in which we often have as many as one hundred and fifty immigrants at one time, and occasionally there are as many as two hundred, and

there is only lavatory accommodation for three persons. Any new additions made in this way should be placed in the basement of the building. I cannot too strongly urge the necessity of having this want attended to as soon as possible.

The following is a statement of the diseases and injuries of patients treated in the Winnipeg immigration hall, and isolated building in connection with the same, during the past ten months, ended 31st December, 1897. I was obliged, during this period, to make 382 professional visits to the hall, prescribe for and attend to these cases :—

Maternity cases.....	3
Skin diseases.....	3
Scabies.....	26
Diarrhœa.....	36
Biliousness.....	7
Erysipelas.....	1
Follicular sore throat.....	8
Cholera infantum.....	2
Influenza and colds.....	16
Catarrhal ophthalmia.....	7
Constipation, chronic.....	1
Dysentery.....	2
Croup.....	1
Abscess.....	6
Quinsy.....	2
Bronchitis.....	1
Inflammation of breast.....	1
Inflammation of eyes.....	2
Hysteria.....	1
Ulcers.....	4
Burns.....	6
Otarrhœa.....	2
Scarlet fever, one death.....	3
Aptha.....	1
Injuries.....	1
Dyspepsia.....	1
Enlarged glands.....	1
Congestion of lungs.....	2
Ivy poison.....	1
<hr/>	
Total.....	148

and many other minor troubles. One little boy died of scarlet fever.

The following were sent to the Winnipeg General Hospital :—

Erysipelas.....	1
Abscess.....	1
Inflammation, uterus.....	1
Inflammation, eyes.....	2
Ulcers.....	2
Otarrhœa.....	1
Injuries.....	2
Congestion of lungs.....	3
Diseased leg.....	1
<hr/>	
Total.....	14

Maternity Hospital :—

Maternity cases.....	8
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Isolated Hospital :—

Measles.....	6
Diphtheria.....	1
Scarlet fever.....	3
	<hr/>
Total	10

One death from scarlet fever.

St. Boniface Hospital :—

Follicular sore throat	3
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Five were returned home as undesirable immigrants, and there are two more in the hall at the present time to be returned.

I endeavoured to keep the drug account down to the minimum. I was obliged to send some drugs to three or four outlying districts in the country.

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

SAML. C. CORBETT,

Dominion Health Officer.

REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA.

No. 1.

REPORT OF J. M. McGOVERN, TRAVELLING IMMIGRATION AGENT.

PORT ARTHUR, ONT., 31st December, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report, which must necessarily be somewhat brief on account of the limited time at my disposal, as under present arrangements I have to be away from home and on the trains from 15 to 17 hours per day for six days a week, and consequently cannot give the report the same attention as in previous years.

GENERAL DUTIES IN THE EARLY PART OF THE SEASON.

Acting upon instructions received, I made my last report to the 31st October, 1896. From the date of that report to the middle of February, 1897, I was attending to the usual duties here, viz., travelling on the trains with the immigrants, making the necessary arrangements for their comfort and welfare, and giving them all needed assistance and advice. It was necessary to meet all west bound trains and to frequently travel a considerable distance with them. The usual delays of the winter service made the trains very irregular, and although the immigration was light at that season of the year, my time was fully occupied checking the trains, attending to correspondence, and the various other duties in connection with immigration in this district.

INSTRUCTIONS FOR INSPECTING HOMES AND WORKHOUSE CHILDREN.

In the early part of February I received instructions to go east and make the usual annual inspection of the Homes that distribute immigrant children in different parts of this Province and the pauper or workhouse children placed out by them, and after receiving the necessary railway passes, left here on the 14th February for Toronto, that being the most convenient point from which to do the work.

The instructions, which were very similar to those received in previous years, were to inspect the Homes to ascertain that the buildings, situation, etc., were suitable for the purpose, that the sanitary and other arrangements were satisfactory and to obtain full information about the class of children brought to the country, how they were obtained, and what arrangements were made for placing them with the different employers. A list was furnished, giving the names and location of the children, with instructions to visit each one and get a full statement from both the child and employer; also to obtain any other information that might be necessary for a thorough report.

INSPECTION WORK, REPORTS MADE AND SUGGESTIONS SUBMITTED.

A careful inspection was made of the Homes at Toronto, Hamilton, Stratford and Niagara on the Lake, and a report giving full information about each institution, and the general work done, duly forwarded to the Department.

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To visit the forty-eight children on the list, who had, with very few exceptions, been placed with farmers in different and widely separated parts of the Province, it was necessary to travel very considerable distances by rail, and make long drives with livery teams. I found that the great majority of the children were healthy and strong, that there was not any indication of hereditary or contagious disease, that they were comfortably situated, and with few exceptions giving good satisfaction, all the particulars being duly stated in a report of each case to the Department.

The Homes are evidently exercising great care in the selection of this class of children, and there has undoubtedly been an improvement each year in their general condition here, as the Home officials appear to be particularly anxious to do anything possible for their comfort and welfare.

EXPLANATION OF DUTIES AFTER COMPLETION OF INSPECTION WORK.

The inspection work having been completed, I returned to Port Arthur on the 5th of April, and resumed the usual duties of attending to the general welfare of the immigrants en route to the western provinces. Instructions affecting my duties were received from the Commissioner at Winnipeg at different times during the early part of the season, and I was finally instructed to obtain the name, occupation, nationality, where from and destination of all immigrants and intending settlers going west by the Canadian Pacific Railway, and forward a report to Winnipeg for and by each train, which I have been doing for the past six months.

To obtain this information all passengers, except those in the sleeper, had to be closely questioned, and in addition, to give the people the attention otherwise required, it was necessary to meet the west bound trains at Schreiber, one hundred and twenty-six miles east of Port Arthur, and in case of special or delayed trains a considerable distance further down the line, which necessitated traveling six thousand miles per month, and being on duty unusually long hours, as the trains from the west leave here at 7.45 a.m., and arrive from the east at 10.10 p.m., and as I invariably went to Fort William with heavy trains, could not return to Port Arthur until about midnight.

The advisability of travelling as far as possible with the immigrants, has been explained in previous reports, and by meeting the trains at Schreiber, where there is a delay of ten minutes, assistance can be given the people to procure what they require in the way of provisions, etc., necessary attention in case of sickness, and also to know by personal inspection that precautions are taken to keep the cars in good sanitary condition, and well supplied with good water, so as to guard against the outbreak of disease among immigrants who have made a long ocean voyage.

After checking the trains, when travelling between Port Arthur and Fort William, my time was well occupied in giving information about the routes to be travelled, changes to be made, and general particulars about the western provinces. During the stay of half an hour that the train makes at Fort William, which is the longest stop at any point between Montreal and Winnipeg, a good opportunity is afforded the immigrants to obtain meals and anything else required, and they were given the necessary advice and assistance to enable them to take full advantage of the privilege.

NATIONALITY AND ESTIMATED NUMBER OF ARRIVALS.

There was evidently, as compared with previous years, a slight increase in the number of the usual class of foreign immigrants, and the large parties of Galicians that arrived during the season would, judging by the information at my disposal, a careful record not having been kept here, make the total number considerably larger than for some years past.

A noticeable feature was the large increase in the number of arrivals from the United States, and as they came from different parts of the country, it may fairly be stated that there is now a considerable movement of population from the neighbouring republic to our western provinces, and the indications are that the movement will increase rapidly year by year, which will bring to western Canada a class of people who have had the necessary experience, and who make the very best settlers.

CLASS OF ARRIVALS.

The arrivals during the past year were a hardy, intelligent class of people, the great majority of whom desired to obtain land and become permanent settlers. The Galicians attracted considerable attention on account of their peculiar dress and appearance, but they are a healthy, robust people, who have evidently been used to laborious work, and after a little experience in the ways of the country, should become good settlers, particularly as a considerable number of them had sufficient capital to make a reasonably fair start. A number of cases were brought to my attention of different individuals and parties who were prepared to purchase land to a very considerable extent, and the amount of capital brought to the western provinces was undoubtedly greater than for a number of years past.

HEALTH OF IMMIGRANT PASSENGERS.

The general health of the immigrant passengers was particularly good, very few cases of sickness, and none of serious contagious disease, having been discovered on the trains. Two young children died east of Port Arthur, and were removed from the train and buried here.

CONCLUSION.

I have endeavoured at all times to take an earnest interest in the immigration work, carefully attend to instructions received, and perform all duties to the entire satisfaction of the Department, which I trust will be considered satisfactory.

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

J. M. McGOVERN.

Department of the Interior.

No. 2.

REPORT OF J. W. WENDELBO, SCANDINAVIAN OFFICER.

DOMINION IMMIGRATION OFFICE,

WINNIPEG, 3rd January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I herewith beg leave to inclose a statistical statement showing the classification of Scandinavian, Icelandic and Finlandish immigration to the Canadian North-West through the port of Winnipeg for twelve months ended 31st December, 1897.

In addition thereto a considerable number have entered Canadian territory through North Portal or by crossing the boundary with teams. A few good Scandinavian farmers from North Dakota have also made visits to Manitoba during the summer and 9 or 10 of them have purchased land near Elm Creek and Scratching River but not yet having moved in with their families have not been included in the number of immigrant arrivals. They are expected to make settlement early next spring.

More than 200 Scandinavian and Finlandish railway labourers have also entered the North-West from Eastern Canada or the United States, seeking employment at the railroad work to be found in this country. These men being, however, of a roaming nature, could not be termed permanent settlers, though indications are that a few of them may settle upon land near the Crow's Nest Pass Railway now under construction.

With few exceptions the Scandinavian settlers from the United States are of a very good class, having had considerable experience in agriculture, and in most cases are in possession of a good outfit for starting farming operations, and a large percentage of those from Europe have considerable means, and will be able to start farming for themselves on gaining some practical experience here.

ENTRIES.

The number of homestead entries made by Scandinavian people during 1897 certainly appears very limited, but it is possible that a number have been entered as United States citizens, they having taken out naturalization papers in that country. It must be remembered that a number of the best Scandinavians have purchased land in settled districts and others have settled upon municipal lands.

COLONIES.

No new colonies have been established for Scandinavians during 1897. The new arrivals in some cases settled in the old colonies, and in others, regardless of the nationality in the district. As mentioned in my report for 1896, Scandinavians prefer settling in Canadian settlements when able to speak a little English and if suitable land can be found.

PROGRESS OF SETTLERS.

As you are aware time has not permitted me to visit any of the Scandinavian settlements this season except the little colony of Whitemouth, where some 14 families are settled.

Some of them are squatted upon unsurveyed land in Township 11, Range 12 East. They are all seemingly happy and contented, satisfied with their progress during their

short time of settlement there. Before railway construction, this district was heavily timbered, but shortly afterwards heavy bush fires made considerable changes in the formerly cold, swampy land by cleaning a large area for cultivation. In October last another fire swept the district and aided by a very heavy wind destroyed considerable of the settlers hay, some few stables, bridges and in one instance a fine dwelling house, giving these settlers a heavy set-back, which, however, they will manage to overcome. I observed in the Whitemouth district the finest clover and timothy hay I ever saw west of the Great Lakes.

THE WHITEMOUTH COLONY

Was begun in 1892, and the following summary shows its present condition: 14 heads of families, 64 souls; 93 acres under cultivation; 29 cows, 21 oxen, 33 young stock, 13 horses, 3 sheep, 14 swine, 280 poultry. Total value of stock, \$2,070; buildings, \$3,850; machinery, \$1,282; capital possessed when starting, \$700; debt, none; present net worth, \$7,202.

Through the kindness of Mr. J. E. Forslund, foreign interpreter for the Canadian Pacific Railway Company, I am enabled to furnish the following information regarding two other colonies.

NEW STOCKHOLM SETTLEMENT.

In Townships 18 and 19a, Ranges 1, 2, 3 W. 2 M., 55 heads of families, 274 souls; 1,954 acres under cultivation; 198 cows, 21 oxen, 369 young stock, 175 horses, 8 sheep, 175 swine, 1,511 poultry. Total value of stock, \$20,011; land and buildings, \$40,100; implements, \$7,230; amount of money at starting, \$14,875; present debt, \$3,888; total resources, \$67,341; present net worth, \$63,453.

PERCIVAL SETTLEMENT.

In Townships 16, Ranges 3 and 4, W. 2 M., 13 heads of families, 71 souls; 105 acres under cultivation; 28 cows, 5 oxen, 40 young stock, 27 horses, 12 swine, 193 poultry. Total value of stock, \$2,722; land and buildings, \$6,380; implements, \$670; amount of capital at starting, \$755; present debt, \$75; total resources, \$9,772; present net worth, \$9,697.

Nearly all the other Scandinavians in Manitoba and the North-West have to the best of my knowledge, from the information received, made greater progress in 1897 than in any former season. The most easterly colonies have generally had a fair yield, but especially the Alberta district is where my most sanguine expectations have been realized by a most bountiful harvest, the yield in some instances reaching as high as 50 bushels of wheat per acre. This remarkable yield, supplemented by the prevailing good prices all over the country, has wonderfully encouraged my countrymen.

PROSPECTS OF IMMIGRATION FOR 1898.

The causes above mentioned will naturally tend to boom the country and especially Alberta, and the Scandinavian settlers in that district will materially assist in advertising the country. A few lines from a prosperous settler here to a friend in some other country will carry much more weight than a considerable amount of persuasion from outsiders.

I am confident that from the United States will be recorded, during 1898, not less than 300 Scandinavian families as having entered the Canadian North-West, and that number of families should aggregate at least 1,200 souls. I will not attempt to speculate as to the number likely to arrive from Europe. The present report shows that the Scandinavian immigration from Scandinavia does not materially differ when compared with the report of 1896. The whole of Northern Europe has been very prosperous this last year, which is possibly the cause why no increase has been shown from those countries, but it has been noticed that fewer of the mechanical and more of the farming or farm labouring classes have constituted the Scandinavian immigration

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from Europe during this season. There can be no question but that the number could be considerably augmented by well directed work in those countries, but the class of people solicited should be exclusively the farming class. This is about the only class that settle down contentedly, mechanics, clerks or factory workers find difficulty in accustoming themselves to the change of condition.

WHY MORE SCANDINAVIANS DO NOT COME.

That no larger number of immigrants from Scandinavia reach this country, may be considered the result of the following causes :—

First. The class of immigrants who leave Scandinavia in search of new homes are often not desirous of farming, which of course is the most promising branch of industry in the Canadian west. Farming in the old country has not been very successful for a number of years, and it is therefore not looked upon favourably by the bright, intelligent young sons of farmers who, instead of coming to this country in search of free land, crowd into the cities at home and become apprenticed to some trade, where they are willingly accepted for a term of years for simply their board. Until the trade is learned they are the cheapest help possible, but as soon as the term of apprenticeship has expired and wages are expected, there is often no situation vacant for the young man, but a new apprentice is taken in his stead. He is then forced to look elsewhere for employment and failing to find it, often starts for America, expecting to find an opening in his trade here. His means are generally limited, and he often arrives at a season unsuited for securing even the farming employment, which he considers degrading. Owing to lack of training he makes no success of bush work, and inability to speak English retards his success in other directions. Such a man's disappointment during the first few months spent in this country, and his first depondent letters home are without doubt in many instances the cause, direct or indirect, of preventing others from coming.

Secondly. My Scandinavian countrymen in the United States have a powerful monopoly of such of the farming classes as emigrate. In the United States of America are settled several hundred thousand Scandinavian people, many of them industrious and successful farmers, and when they require cheap help they know where to secure it, and are in constant communication with friends in the old country. Under certain circumstances they never hesitate to advance the cost of transportation, thereby to a certain degree binding the employees, and at least 50 per cent of the farming class who come to the United States of America from these countries have their passages prepaid.

Thirdly. Lack of proper means for reaching the probable emigrant before his arrival at seaboard, or before he has decided upon his destination, and the inability to make use of the Scandinavian papers to advertise for immigrants.

GENERAL REMARKS.

No doubt the S. S. or booking agents working for Canadian lines are interesting themselves all they can to send immigrants to Canada, but it is very plain that their ability to reach and influence the proper classes falls very far short of what is to be desired. The S. S. agent is unable to use any strong argument in favour of this or any other country after the immigrant's destination has been decided upon, and his opportunity of communicating with him before that time is very limited. If he uses any argument in favour of any special place, he risks losing his passenger altogether, and consequently his commission on sale of the ticket, not only to this passenger but also to the personal friends who may follow him.

The S. S. agents who represent lines sailing exclusively to ports in the United States of America are more than double the number of those representing lines sailing to Canada, and from the former very little co-operation can be expected. They are unable to compete satisfactorily with Canadian lines for Canadian immigration, and their advice will naturally tend towards booking people to the U. S. A. rather than to Canada. If immigrants occasionally come by that route it is unlikely that it is through their influence the passenger reaches Canada.

I believe that Scandinavian immigration to Canada would be much stimulated and its quality improved if a few of our best Scandinavian farmers were granted liberal facilities to visit their native country either by assisted passages or at least very cheap rates.

In connection with this report as to my duties in the Immigration Department during 1897, I beg leave again to mention that about 60 days time was spent in assisting to locate on land near Stuartburn, Manitoba, some 168 Galician families and in distributing relief to some who were in need.

During this season I have made 11 trips on the Canadian Pacific Railway, meeting Galicians or other immigrants.

In October last I made a three days visit to Whitemouth and Tyndall inquiring into the damage done to settlers by prairie fires.

During the same month a three days trip was made by me to Brokenhead, to report particulars as to the Galicians who had squatted upon lands which have reverted to the Provincial Government as swamp lands.

My duties have, therefore, been of a general rather than of a specific nature.

I have the honour to be, Sir,

Your obedient servant,

JOHN W. WENDELBO,

Scandinavian Interpreter.

Department of the Interior.

STATISTICAL STATEMENT of Scandinavian, Icelandic and Finnish Immigration to the Canadian North-West through the port of Winnipeg, for the twelve months ended December 31st, 1897.

	FROM EUROPE.						FROM UNITED STATES.						CLASSIFICATION.								DESTINATION.									
	Male.	Female.	Males under 12.	Females under 12.	Total.	Male.	Female.	Males under 12.	Females under 12.	Total.	Farmers.	General Labourers.	Mechanics.	Clerks and Traders.	Domestics.	Not Classified.	Manitoba.	North-West Territories.	British Columbia.	Farmers.	General Labourers.	Mechanics.	Clerks and Traders.	Domestics.	Not Classified.	Manitoba.	North-West Territories.	British Columbia.		
Scandinavians	174	82	17	33	306	94	23	27	17	161	407	107	83	70	8	40	156	220	191	56	407	107	83	70	8	40	156	220	191	56
Icelandic.....	24	35	11	7	77	1	1	1	1	1	78	23	1	1	1	17	37	78	.....	.....	78	23	1	1	17	37	78	.....	.....
Finlandish.....	13	8	7	1	20	5	4	2	1	12	41	6	1	11	.....	2	21	13	12	16	41	6	1	11	.....	2	21	13	12	16

JOHN W. WENDELBO,
Immigration Officer.

No. 3.

REPORT OF LEON ROY, FRENCH INTERPRETER.

WINNIPEG, MANITOBA, 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I beg leave to make the following report as to the present position of the various French Canadian, French and Belgian colonies in the Province of Manitoba.

1. The parish of Fannystelle embraces a portion of Townships 8 and 9, in Ranges 2 and 3, West. The Canadian Pacific Railway runs east and west in about the centre of the settlement. Fannystelle has a railway station, a cheese factory, which has made 35,000 pounds of good cheese this summer, 1 general store, blacksmith shop, school and church. The spiritual wants of the people are attended to by the Rev. F. Lebault. The French-speaking population of Fannystelle are well contented and number 145 souls, 110 French Canadians from the Province of Quebec and the United States, and 35 from France, and in addition to those already settled, lands have been bought last summer by intending settlers. The Countess de Bouverie holds 4,000 acres of desirable land for sale at reasonable price, or she will improve and rent same to settlers of small means. Soil is clay loam, class 1, and level prairie. The number of acres broken and under cultivation is: Broken, 2,375; under wheat, 1,140; oats, 350; barley, 140; vegetables, 18; number of horned cattle, 701; horses, 166; sheep, 28; poultry, 1,040.

2. *Notre Dames de Lourdes and St. Claude.*—This settlement embraces a portion of Townships 5 and 6, Ranges 8 and 9 and Townships 7 and 8, Range 7, West, through which the south-western branch of the C. P. Ry. passes. A portion is rolling and broken, soil is light sandy, class 2, and has been chiefly covered with dry and burnt timber. The settlers of St. Claude settlement are asking if arrangements could be made to have the following sections, or portion of same made open for homestead from the Provincial Government, namely, Sections 16, 18, 20, 22, 24, 28, 30, 32, 34, 36, of Township 7, Range 7. They tell me if this above land could be open for homestead they could get their friends from Europe to join them as settlers.

This colony has made fair progress considering the quality of land they have settled upon and the small capital they had to commence with. They have grain, stock, cordwood, honey, etc., available for sale, to the value of about \$35,000, and no debts to speak of. St. Claude has a general store, blacksmith shop, church and convent, and the Rev. Dom Paul Benoit attends to the spiritual wants of the settlers. The French-speaking population number 638 souls, 308 French, 85 Swiss, 21 Belgian, 211 French-Canadian. The number of acres under cultivation is 2,337; cattle, 831; horses, 274; sheep, 205; swine, 240.

3. *St. Leon or Somerset.*—This settlement embraces a portion of Townships 4 and 5, Ranges 8 and 9 West. The N. P. & M. Ry. runs through the settlement. St. Leon has three general stores, two blacksmith shops, two grain elevators, one hotel, church under the charge of Rev. N. Parquis, and one convent. Soil is black sandy loam, class one, rolling prairie with bluffs of poplar, excellent water, and well adapted for mixed farming. There are some well-to-do farmers in this locality; they were visited by some delegates from Michigan, one of whom bought land in the district, and many families from that State are expected in the spring.

The French-speaking population of St. Leon number 470 souls, 21 French, 18 Belgian, 431 French-Canadian. The number of acres under cultivation is 4,736; under wheat, 2,262; under oats, 964; under barley, 646; cattle, 739; sheep, 257; swine, 357; poultry, 2,045.

Department of the Interior.

4. *St. Alphonse and Bruxelles.*—This settlement embraces a portion of Townships 5 and 6, Ranges 11 and 12, and a portion of Township 4, Range 12 West. The north half of Township 5, Range 12, and part of Township 6, Range 11 is broken and is chiefly covered with dry timber and scrub, soil class 2. Farmers in this part are making but slow progress, having an average of only about 30 acres under cultivation. The balance of settlement is making good progress. Land class 1. The N. P. & M. Ry. runs through the south part of settlement, and Cypress River through its centre. St. Alphonse has two general stores at Mariapolis station, a blacksmith shop, grain elevator, church and school. The Rev. G. Willems attends to the spiritual wants of St. Alphonse and Bruxelles. I am sorry to say that I have mislaid a sheet of part of Township 6, Range 11, of this settlement, leaving out from this report about 20 families, or a population of about 100 souls. The population of St. Alphonse and Bruxelles is 407, about half French-Canadian and half Belgian. The number of acres under cultivation is broken, 3,015; under wheat, 1,960; oats, 526; barley, 370; vegetables, 41. Number of horned cattle, 472; horses, 207; sheep, 205; swine, 275; poultry, 5,426.

5. *St. Felix.*—This settlement embraces a portion of Townships 5, Ranges 17 and 18 West, and is in a prosperous and well contented state. St. Felix is 12 miles from the Ninga station on the C. P. R., and 18 miles from the N. P. & M. R. It has a general store, blacksmith shop, church and school. Soil is black sandy loam, class 1. Plenty of good land is for sale here by the C. N. W. Land Company at \$3.50 per acre. The French-speaking population of St. Felix number 119 French-Canadians. The number of acres under cultivation is: Broken, 4,105; under wheat, 2,017; oats, 495; barley, 49; vegetables, 14. Number of horned cattle, 66; horses, 98; sheep, 4; swine, 106.

6. *Grande Clairiere.*—This settlement embraces a portion of Townships 7 and 8, Ranges 23 and 24 West, and is crossed by the Pipestone branch of the C. P. R. Here I find five settlers complaining of having very poor land. The land through this settlement is very light and sandy, but lots of hay can be had near by. Excellent water and some bush. The settlers are getting along fairly well. Grand Clairiere has a French-speaking population of 309. Number of acres broken, 7,260; under wheat, 4,415; oats, 745; barley, 79; vegetables, 38. Number of horned cattle, 288; horses, 261; swine, 114; sheep, 15.

7. *St. Maurice.*—This settlement embraces a portion of Townships 6 and 7, Ranges 30 and 31 West, and was first settled in 1894, mostly by people from Grande Clairiere, who are now well contented and prosperous. Land is rolling prairie, some places are broken and stony, but good soil class 1. Hay is plentiful, but no timber within 25 or 30 miles. Settlers are getting Estevan coal at Reston station, on the C. P. R., for \$2.75 per ton by car load. In Townships 6 and 7, Ranges 30 to 34, are only about 50 families of settlers. The French-speaking population of this settlement is 108 Belgians. Number of acres broken, 1,467; under wheat, 1,137; oats, 50. Number of horned cattle, 147; horses, 43.

8. *St. Raphael.*—Embraces a portion of Townships 5 and 6, in Range 34 West, and consists of seven families of French speaking people. The land is of the same character as at St. Maurice. The number of acres under cultivation is 620 of wheat.

9. *Alma.*—This Settlement embraces a portion of Townships 6 and 7, Range 8 West, and is small but prosperous. The French-speaking population numbers 70 souls. Soil is black sandy loam, excellent water, timber near by and lots of hay.

Number of acres under cultivation: Wheat, 950. Number of cattle, 225.

I am pleased to be able to report satisfactory progress being made by the older French settlements in the vicinity of the Red and Assiniboine Rivers. These are: Letellier, Ste. Jean Baptiste, Ste. Agathe, St. Norbert, St. Vital, St. Boniface, La Rochelle, St. Pierre Joly and St. Malo.

St. Jean Baptiste has a roller grist mill, costing \$10,000. The Trappist Monastery at St. Norbert, last season made 10,000 pounds of butter.

At St. Malo the cheese factory has an output of 50,000 pounds and at St. Pierre Joly there is a similar factory with an equal output and a creamery which made 110,000 pounds of butter.

At La Rochelle, the creamery last summer made 50,000 pounds of butter, which was packed in small tins of 1, 2 and 5 pounds weight for sale in the mining districts of British Columbia. At the same place the Manitoba company is engaging in the manufacture of condensed milk and evaporated cream and has a capacity of 100 cases of milk per day.

I find that the French settlements in this Province have during the past year manufactured in all 223,000 pounds of creamery butter and 430,000 pounds of cheese. It is satisfactory to note that of the French and Belgian immigrants arriving this year 85 per cent are now settled on land, and that 450 French-Canadians from the eastern provinces and repatriated from the United States are also now actual settlers.

So much time was occupied in visiting the French settlements in Manitoba and collecting their statistics that I was unable to make a trip to those in the Territories, on which, however, I hope to be able to report fully next year.

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

LEON ROY,
French Interpreter.

Department of the Interior.

No. 4.

REPORT OF C. W. SPEERS, TRAVELLING AGENT.

WINNIPEG, 17th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you my report for the period commencing the 1st of March and ending 31st December, 1897.

Having received instructions from Ottawa to do special work as directed, the months of March and April were employed in meeting the incoming trains at Port Arthur, checking up trains, and giving information and advice to intending settlers. Subsequently I visited Duluth, receiving instructions from Ottawa to look into the work being done by Mr. J. H. M. Parker, who has since been appointed agent at that point.

In June I took the first Galician colony to Yorkton, some fifty-one families, and settled them at Beaver Hills, which is on the surveyed line of the Manitoba and North-Western Railway, about thirty five miles north-west from Yorkton. This is a beautiful country, with plenty of timber and well watered.

Subsequently I took 457 souls, about 110 families, and settled a large colony at Crooked Lakes, twenty-five miles north of Yorkton, and a colony of thirty-one families settled about twenty-five miles north-east of Saltcoats.

These districts are well timbered, and water has been secured on almost every location; they are exceptionally well adapted for mixed farming. Over two thousand head of fine export cattle have been shipped from Yorkton to England this year, weighing an average of 1,300 pounds. The wheat and oat crop has been very good.

You will observe that the Crooked Lakes colony, directly north of Yorkton, which is the largest colony in that district, is on the Fort Pelly trail, and they will be the nearest producers to the great timber limits known as the "Dickenson Limit," fifty miles north of Fort Pelly.

The Galician settlers were very industrious in building their houses, and in time will make good settlers. These settlements have been effected permanently, and all are in good substantial houses. As they were unaccustomed to our usages and language, their power of adapting themselves to the surroundings was very significant.

The assistance of the officials of the Manitoba North-Western Railway in effecting settlement is worthy of commendation. Mr. Baker, the General Manager, took great interest in the settlement of these colonies, and Mr. Webster, Land Commissioner for the company, was with me supplying maps and giving information which was of great value.

I had the honour of showing some of our districts to colonization agents from the United States and Europe. Mr. T. O. Currie was driven by me through the Pipestone country, beyond Reston, the terminus of the C.P.R., Pipestone Branch, and shown the vast expanse of good country awaiting settlement; also through the Souris River district, and was delighted with what he saw. Mr. Murray, of Scotland, Mr. Jury, Mr. Davies and others were shown through the country. Mr. Edouard Schultz and Mr. Ignatius Roth, representing in Montreal respectively, the Austro-Hungarian Empire and the Hamburg American Packet Company, were driven, visiting the Galician colonies at Yorkton and Saltcoats, and they expressed their astonishment that such progress should be made in so short a time. Doubtless the reports of these gentlemen will be conducive of good results.

I may say that the immigration hall at Brandon will be brought into greater requisition when a colonization road opens up the country between Reston, the present

terminus of the Pipestone Branch, and the Moose Mountain country at Cannington Manor. This country is especially adapted for wheat growing, as well as stock raising, and will hold an immense population.

The best districts have been selected to suit the peculiar characteristics of the different people arriving. This has required good judgment, and I think I can safely say that all are happy and contented, and that the large reserves of our territory still available for colonization purposes, if awarded with as much discretion and wisdom as has characterized the past year, will reflect credit upon the Department and make the productive districts of Manitoba and the Territories at an early date a great acquisition to the commerce of our country.

I beg to submit a report of the arrivals at the Brandon immigration sheds during the past year:—

	Male.	Female.
April	70	13
May	173	27
June	38	
July	10	4
August	85	4
September	10	5
October	3	4
Total		446

NATIONALITIES.

	English.	Irish.	Scotch.	Canadians.	Galicians.	Germans.	Americans.
April	31	16	4	32			
May	4		5	3	188		
June				38			
July					14		
August	6			33	42		8
September			10		4	1	
October						7	
Total							446

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

C. W. SPEERS.

Department of the Interior.

No. 5.

REPORT OF THE AGENT AT DAUPHIN, MANITOBA.

DAUPHIN, 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—In reporting on this agency, from the immigration standpoint, for the twelve months ending this day, I have much pleasure in advising you that I consider the district has been very fortunate in securing a large number of superior settlers, both as homesteaders and purchasers of railway and private lands; I have no figures as to these sales, but know that a large area has changed hands. Several farms close to Dauphin have been disposed of at high prices, \$2,800 having been paid for one quarter-section some two miles distant, with no improvements other than some 25 acres of breaking.

A large number of people have squatted on land not as yet in the market, so that the bare returns of homestead entries will not give a true idea of the increase in population of the district.

Of the new comers, all I have seen are well pleased with the country, and have in all cases where locations were made in time to permit of it, made preparations for crop next season, built houses, etc. This, however, does not hold good in all cases of the Galicians, as the large majority of these people have squatted on lands not as yet open to entry, and not feeling secure have made but small headway. Others again, not satisfied with their first locations, have moved. These Galicians will in a few years become valuable settlers, so soon as they acquire a knowledge of the language and ways of the country, being in the main, an industrious and thrifty people.

Crops throughout the district have been fair, not perhaps as heavy as in some former years, still good prices have prevailed, and the sample was good, thus balancing any shortage. One hundred and fifty-five car loads of wheat were shipped from Dauphin station. Oats were not grown to any great extent, and will all be used locally, in fact some will be imported this year. Roots were a good crop, though the demand for potatoes has forced the price to 50 cents per bushel.

The cattle trade has not yet assumed any large proportions, although no doubt in the near future the district will give a good account of itself in this line. Only some 659 head of beef cattle were shipped, but the local dealers disposed of a fair number.

Two car loads of horses found an outside market, the new settlers having bought up the remainder that were for sale.

The lumbering industry has been considerably developed, two large establishments, and several smaller ones being at present at work in the Riding Mountains, and it is said that at least one mill will soon start work in the Duck Mountain settlements.

Considerable activity has prevailed in the salt interests on Lake Winnipegosis, though no manufacturing has been carried on, owing to the lack of capital. Some of the claim holders are, I understand, organizing a strong company in England to develop a more thorough system of manufacture than has heretofore been in use, the old methods not having been found satisfactory.

Owing to the facilities of transport furnished by the Lake Manitoba Railway and Canal Co., fishing on Lake Winnipegosis has been carried on to a much larger extent than formerly, two or more companies well equipped being at work; I cannot state the quantity caught, but believe it to be quite large, and of fine quality.

The following figures will give some idea of the volume of work carried through the office, viz.:—

Homestead entries granted	526
Applications for patents taken	156
do do recommended	152
do for cancellation taken	211
do do carried through	132

I have every hope that next season will see a large proportion of the available lands located.

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

F. K. HERCHMER,
Agent Dominion Lands.

Department of the Interior.

No. 6.

REPORT OF THE AGENT AT MINNEDOSA.

DOMINION LANDS OFFICE,

MINNEDOSA, 10th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to report that this district being one of the oldest settlements there is not as large an area of homestead lands left to choose from as there is in newer districts and in this respect it does not offer inducements to immigrants equal to districts where larger areas of such lands are available. Besides this a large portion of the district is wooded and within a permanent timber reserve within which homestead entries are not granted.

In view of these facts it is satisfactory to know that the number of such entries granted during the year is nearly equal to that of previous years.

The past season has been a prosperous one, although the yield of wheat and other cereals was not equal to that of previous years.

Still, consequent on the larger prices obtainable therefor, the farmers have substantial reasons for satisfaction.

Cattle too have increased in value and large numbers have been sold, the total shipments of this year being considerably in excess of those of any previous year, and this also applies to the quantity of butter manufactured and sold.

Homestead entries have been granted to a number of immigrants desirous of settling in the Scandinavian colony a few miles north from here.

This colony or settlement, comprising Swedes, Norwegians and Danes, aggregating about 700 souls, is a prosperous one.

The climate is similar to that of the countries these settlers left; they have plenty of timber for building purposes, and for fuel, and with these can assure themselves of comfortable houses.

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

JOHN FLESHER,
Agent.

No. 7.

REPORT OF J. S. CRERAR.

YORKTON, 17th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as to the business of immigration since my appointment as agent. In July I was employed in settling Galicians in what is known as the Crooked Lake Colony, and since then my time has been devoted largely to looking after these and other immigrants, seeing that they are well housed and comfortable for the winter, etc. I have just finished a visit to the 3 colonies, that is Beaver Hills in Townships 28 and 29, Ranges 8 and 9 West of 2nd Meridian, the colony east of Salt-coats in Township 25, Range 31 W. of 1st Meridian, and the Crooked Lake Colony in Townships 28 and 29, Ranges 2 and 3 W. of 2nd Meridian. I found all in good health and well pleased with the country. The people have a feeling of confidence that they did not have when they arrived, and I find that they will be and are good immigration agents, as they have written good accounts of Canada to their friends in Galicia, and there will be a lot more of the people out early in the spring, and they say that those coming will have money with them. Those already here are greatly impressed with the freedom of our country, and pleased with the amount of land they get. I have come to this conclusion that these people are going to make good settlers, and the small amount that has been advanced them by the Government will be repaid in a short time.

I would here suggest that when any more of these people start from Galicia, the agents should see to their baggage, and that it be forwarded on the same boat with the people if that is at all possible, as there has been a lot of annoyance with the baggage of the people who came last summer, and a great loss to them also, as most of their clothes were delayed, and when they earned money they had to buy more.

I may here say that the Yorkton district has had a year of great prosperity and as this was a Jubilee year, the old settlers of the district have experienced a jubilant year, with good crops, fat steers—and good prices for both—and that every settler seems happy.

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

J. S. CRERAR,
Dom. Immigration Agent.

Department of the Interior.

No. 8.

REPORT OF THE AGENT AT YORKTON, ASSINIBOIA.

YORKTON, 10th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to report that the business of this office has considerably increased during the last 12 months and there seems a probability that this increase will continue. The number of entries actually made between the 1st January and 31st December, 1897, amount to 107, in addition to which there are some 195 families of Galician immigrants who are settled on and improving lands for which they have not yet made entry. The Hungarian colony in Township 24, Range 5 W. 2nd, is doing very well, having had a good crop this year and a good price for all they had to sell. They have a large and increasing number of cattle, which is always a satisfactory sign of progress.

The Polish settlement in Township 24, Range 4 W. 2nd, has increased in numbers about 100 per cent. They are also doing well and making first-class settlers. This is the more important as they are much the same kind of people as the Galicians, and arrived in this country in quite as poor a condition, but they had the advantage of being few and of all being able to find work, and after working out for a year they were enabled to go on their land, leaving the girls in town as servants to help keep the parents on the farm, and now they may all be considered as independent, as they are out of debt and have good farms, well furnished with cattle and quite enough land under cultivation to keep the family in comfort.

The German settlement at Ebenezer is also doing very well. They have had two very good seasons and are now quite prosperous.

The Danish settlement at Theodore has not increased as much as the others, but all there are doing very well.

The Dakota settlers round Sheho remain about the same in numbers, but they have increased very largely in amount of cattle raised. The distance from the railway prevents them going largely into grain, but they have one of the finest grain growing districts in the North-West Territories and when railway facilities are such as to bring a market within reach they will grow large quantities of grain under the advantage that their crops have never been damaged yet from summer frost.

The very large majority of the farmers in this district are now in a prosperous condition, and the debts accumulated in the first years of settlement are being paid off, and there is every prospect of a large immigration next season from the favourable reports sent to friends in the different places they come from.

The farmers have shipped out over 3,000 head of cattle this season, in addition to which Messrs. Gordon & Ironsides have had some 1,500 fed in this part of the country. This in itself must show the advantage there is here for raising cattle at a profit.

The creameries have also done well. One at Saltcoats has shipped about 60,000 pounds of butter and the Government creamery at Yorkton a little short of that amount.

The cheese factories do not seem to have been in work this season as I have no return from them.

The past season may be looked upon as one of the most prosperous in the North-West Territories, and will undoubtedly lead to a large immigration in the future.

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

WM. C. DE BALINHARD,

Assistant Agent,

No. 9.

REPORT OF THE PRINCE ALBERT AGENT.

DOMINION LANDS OFFICE,

PRINCE ALBERT, 27th December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—In submitting my report in connection with the Immigration Branch of my office for the year now closing, I have the honour to say that although the year in this regard has not been by any means a prosperous one, yet when the vast resources and natural advantages of this district are considered, there can be no reason for despair. Our exports of grain, cattle, sheep, lumber, fish, wool, etc., will, sooner or later, attract the attention of the enterprising settler, when the tide of immigration will be drawn in this direction.

During the past season the crops have been abundant and of good quality, and the extensive pasturage has been most luxuriant. This, in addition to the high prices realized in every department of farming industry, is resulting in a general contentment throughout the district. The country in the vicinity of Rosthern and Hague, on the Qu'Appelle, Long Lake and Saskatchewan Railway line, is settling up fairly well with Mennonites, who are proving themselves excellent settlers.

In so far as I have been enabled to ascertain the number of immigrants who arrived in the district during the year, of the different nationalities, is as follows: Native Americans, 20; Canadians, 3; returned Canadians from the United States, 16; English from England, 6; French from France, 59; Mennonites from Manitoba, the United States and Russia, about 150 souls.

Besides the above it is quite possible that many others may have arrived in the different settlements of whom I have no record.

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

JNO. W. McTAGGART,
Dominion Lands and Immigration Agent.

Department of the Interior.

No. 10.

REPORT OF THE BATTLEFORD AGENT.

BATTLEFORD, 20th December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Owing to the distance of a railway from this settlement, the immigration during the past year has been practically nil, immigrants apparently preferring to settle near those centres where they can have the benefits of railway communication.

At present, settlement in this district is composed of persons who came in years ago, many before there was any railway west of Winnipeg, and who have remained here since then.

The season of 1897 has been a prosperous one, good crops of all kinds have been raised by those engaged in agricultural pursuits, while the ranchers, who form quite a large portion of our settlers, have been equally fortunate, they having had a fair increase of stock, and successfully disposed of their surplus to buyers for eastern and European markets at the highest prevailing prices. The class of stock now raised, both horses and cattle, has been considerably improved by the importation of thoroughbred bulls and stallions. The hay crop having been abundant this season has materially aided those engaged in ranching, while a few ranchers have improved their hay lands by irrigation.

A considerable quantity of butter is manufactured, for which there is always a ready sale.

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

W. J. SCOTT,
Agent.

No. 11.

REPORT OF REGINA AGENT.

REGINA, ASSA., 11th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour, in reference to the circular of the 24th November last, to report that although a great many immigrants have arrived in this district during the year 1897, I can give no approximate estimate as to their number, as they became scattered amongst the different settlements without having reported in the office here, but, judging from the increased number of homesteads entered for, it is to be inferred that the number of immigrants is largely on the increase, and owing to the abundant harvest reaped during the year, together with the good prices realized, there is every prospect that, during the coming season, the immigration to the North-West will be greatly in excess of former years.

The settlers who are already located here express themselves fully satisfied with their success and are all looking forward with bright anticipations for the future, and in this, as well as other districts in the Territories, there are large tracts of excellent land open for entry, and where the settler who exercises industry and perseverance is certain of success.

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

A. J. FRASER,
Acting Agent.

Department of the Interior.

No. 12.

REPORT OF THE AGENT AT CALGARY.

DOMINION LANDS OFFICE,

CALGARY, 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—As requested by the circular of the 26th ult., I have the honour to submit the following report on immigration matters in this district for the twelve months ending this date. On 15th November last I forwarded my report in connection with the Lands Department to 30th June of this year, showing that during the first six months of same, thirty-six (36) homestead entries had been granted and twelve (12) cancelled; since the 30th of June fifty-three (53) homestead entries have been granted, making in all eighty-nine (89) for the twelve months, an increase of eight (8) entries over the preceding fourteen months.

The immigration into the whole of Alberta during 1897 has not been very large, about equal probably to that of 1896, but the delegates who have visited the country from the different States of the Union, particularly Wisconsin, Michigan, Minnesota, Nebraska, Kansas, Nevada and Montana, have been of a good class, and I am convinced that a very considerable number of people from those States will, as a result, settle here this coming year of 1898, as those delegates went away well satisfied after making a very thorough inspection of the different districts. The gentlemen from Nevada and Montana were surprised that cattle were not taxed here. One of the Nevada gentlemen said to me that in his State the cattle were all valued at \$12 per head and then a tax of a little over 4 per cent was levied upon the whole amount. "That alone," said he, after having ascertained the number of cattle owned by a certain company, not the largest, in Alberta, "would amount to \$6,100 on that company's cattle, a good profit in itself."

Quite a number of people have come into this district during the past year and gone into unsurveyed portions and squatted, or purchased locations with some improvements upon them in surveyed portions from parties who had received their patents, and therefore the number of homestead entries granted is not a fair indication of the settlement that has taken place.

The immigration hall here has been utilized during the year by about 800 persons. The record of immigrants accommodated at this building does not, however, afford an adequate means of estimating the total amount of immigration, as a large number of settlers put up at hotels or proceeded to their destination without stopping off.

The settlement this year has directed itself about one-half to the townships lying north and the other half to the Townships lying south of the Bow River. The country running to about Township 30 north, is what is called the ranching country, beyond that being excellently adapted for mixed farming.

The crops during the past year have been remarkably good throughout the whole of Alberta and prices are better. In addition to this grain buyers have come in from Manitoba, and elevators are being erected along the line of the Calgary and Edmonton Railway north. There is a ready market now for everything the farmer can produce, at very good prices.

The cattle ranching business is in a very prosperous condition, the last season was very favourable and large shipments have been made to Liverpool and British Columbia. Cattle are high in price.

Horses are coming up in price, a great many people having some years ago gone out of the business. Owing to good times generally, and the probable demand for pack horses for parties going to the Yukon, a better state of affairs will soon be brought about among the breeders.

The creameries that have been taken hold of and managed by the Government have been of very great benefit to the farmers, especially those in Northern Alberta.

All things being considered I think that a considerable amount of immigration may be confidently expected into Alberta during 1898. The fact that all those who are here are happy and contented is the best guarantee that the country is all right.

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

J. R. SUTHERLAND,
Agent.

Department of the Interior.

No. 13.

REPORT OF THE AGENT AT RED DEER.

DOMINION LANDS OFFICE,

RED DEER, 3rd January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Referring to the circular letter of the 24th November last, I regret to have to report that this district secured but a small proportion of the immigration that flowed into Northern Alberta during the twelve months ended the 31st October,—the great bulk of it, apparently, having passed on to the foreign settlements in the Edmonton district. The crops, however, have been exceptionally good, so good that instances of total or even partial failure in individual farming are extremely rare,— and this fact in conjunction with the recent establishment of an elevator in Red Deer, and supplemented by the vigorous action of the Department, will, I am persuaded, exercise a strong influence in attracting immigration and promoting the settlement of a large area of this district, which is particularly well adapted for mixed farming. The elevator, erected by the Dominion Elevator Company, with headquarters in Winnipeg, has a storage capacity of 14,000 bushels, and is giving the highest market cash prices for grain, a thing, hitherto unknown in the history of the district, and justly regarded by the farmers as a great benefit, inasmuch as it enables them to purchase where they please, the ordinary necessaries of life, and the requisites for their farming operations. It has also produced a feeling of stability and confidence in the community and will encourage a more extensive cultivation. The creameries, throughout the district, that were taken over by the Government last spring and are being operated by it, have proved a source of profit and convenience to their patrons. The results attained during the summer season, under their experienced management, were so entirely successful that it has been decided to carry them on through the winter months, altogether the prospects for the present year are of the brightest and most promising character, and a better or more hopeful feeling could not possibly prevail in the district.

In conclusion I might add that the Icelandic colony, mainly located on or in the neighbourhood of the Medicine River as it flows through the south-western portion of the district, has had its full share of the splendid harvest, and is now firmly planted upon its legs.

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

J. G. JESSUP,
Agent.

No. 14.

REPORT OF C. W. SUTTER, IMMIGRATION AGENT AT EDMONTON.

EDMONTON, N.W.T., 8th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit my report for the period from the date of my appointment, 1st of April, 1897, to 31st of December last.

From the time of my taking over the duties of my office up to about 1st August, I was principally occupied in accompanying settlers from Calgary to the Edmonton district, some times assisting them in the selection of lands, and in many ways looking after their welfare. Very few of the immigrants desired to settle south of Wetaskiwin, and I soon discovered that it was a waste of time to go beyond that point.

During September, October and November so many delegates arrived in the country that my hands were full with driving them through the district and giving them all desired information and assistance. In this way I drove upwards of 1,800 miles. In every case these delegates said that their most sanguine expectations were more than realized, and expressed their astonishment at the fact that no poor land was to be found in the enormous range of country over which we travelled, and at the prosperous and contented condition of the settlers. These delegates were as follows:—

From Michigan	12
“ N. and S. Dakota	7
“ Minnesota	3
“ Wisconsin	3
“ Oregon	3
“ Kansas	3
“ Illinois	3
“ Iowa	1
“ Nebraska	1
“ Wyoming	1
“ Washington	1
“ England	2
“ Germany	2
“ Russia	2
“ Hungary	1
“ Wales	1
“ Nova Scotia	2
“ Ontario	3
Total	51

In addition to the above delegates, several colonization agents from the United States were shown over the country by me, viz.:

D. L. Caven, from Bad Axe, Michigan.

J. Grieve, from Reed City.

H. C. McRae, from Wisconsin.

J. Crawford, from Kansas City.

All stated their conviction that a large immigration of a desirable class of settlers would follow as the direct result of their reports, and their belief that my hands would be more than full during the coming season.

Herr Edouard Schultze, Austro-Hungarian Consul at Montreal, and Herr Ignatius Roth, representing the Hamburg-American Packet Co., arrived here in August to make an inspection of the various German, Austrian and Galician colonies, and were everywhere met with glowing accounts of this new country as compared with the old home in Europe. Prosperity and content existed so universally that the reports of these gentle-

Department of the Interior.

men cannot fail to bring many of their countrymen into Northern Alberta. The immigration of German-speaking Austrians has entirely dropped off this year, but the careful inspection made by Messrs. Schultze and Roth will very likely remove objection on the part of the Austrian authorities to emigrants seeking new homes in Alberta.

The great majority of the new arrivals during the past season were from Galicia, Ruthenians, in race and language, who, while in many respects not as desirable settlers as their German brethren from the same province, are in many cases thrifty and industrious and bid fair in course of time to become well-doing and prosperous. Among them were a small number of Bukowinians, from the adjacent Grand Duchy of Bukowina. They are in dress and language very similar to the Ruthenians, but are lazy and thriftless and not calculated to do well here, although the rising generation may improve.

The majority of the Ruthenians have settled near Edna, in Townships 56, Ranges 17 and 18, West of the 4th Meridian, the rest in Township 50, Range 25, West of the 4th. On my last trip through their settlements I found that they had built warm and comfortable log houses, and were free from sickness. Little or no assistance will be required to furnish them with food for the winter, as there is plenty of work to be had with farmers of their own race, or other Austrians, or Russians, who having been three or four years in the country are now fairly well off. Two priests of the Greek Russian Orthodox Church visited the colony in May and September last, and arrangements are being made for building churches. I am very often called upon to assist Ruthenians in obtaining payment of wages from farmers with whom they were hired, and in short they are in the habit of applying to me for advice and assistance in their business matters generally, which occupies no small portion of my time.

The crops this year in the whole of Northern Alberta have been exceedingly abundant. Damage to grain by early frost was unknown this season, except in a few isolated instances, where settlers late in arriving took their chances of getting a crop at all. A marked increase is also to be seen in the number of horses, cattle, sheep, swine and poultry in the country at large. I may add that the cash market in the Kootenay, the enormous crop, and the high prices for grain have brought about a degree of general prosperity and contentment which was far from existing in 1896.

The creameries established last year by the Government have turned out a brilliant success, and are highly appreciated by the farmers, who will go in for milch cows this year on a much larger scale. There is crying need of a woollen mill and a cold storage establishment at this point. Not only would they be an inestimable boon to the farming population, but they offer the certainty of handsome profits to any one who has the enterprise to start them.

The Yukon boom will be of incalculable benefit to all of Northern Alberta. Apart altogether from the money left by Yukon-bound parties outfitting here, it is certain that the great bulk of the food supply for the whole of the gold regions from the International Boundary to the Arctic must be obtained here, thus insuring a permanent cash local market for all the country can raise. An influx of settlers with capital from the United States and the older parts of Canada, attracted by the favourable reports of friends passing through here, may also be confidently counted upon. An Illinois farmer now here *en route* to Dawson City claims that not less than fifty Swedish families from one county in his State would move here upon his report of the outlook for this district.

I have received many letters of inquiry from all quarters, and in reply have sent out a large quantity of immigration literature.

Schedule "A" herewith gives the number of immigrants arriving each month, with nationality, and Schedule "B" states the total number from each country. It is well to mention that almost all those entered as coming from the United States are either foreigners settled there for years, or Canadians seeking to repatriate themselves after a residence under the stars and stripes of as long in some cases as twenty years. This last fact must be peculiarly gratifying to the Government as to all loyal Canadians.

I have the honour to be, Sir,

Your obedient servant,

C. W. SUTTER,

Immigration Agent.

SCHEDULE A.

STATEMENT of Immigrants arriving each month from 1st Apr., to 31st Dec., 1897.

Month.	SEXES.				NATIONALITIES.																	
	Male.	Female.	Males under 12.	Females under 12.	Totals.	English.	Irish.	Scotch.	German.	French.	Belgian.	Scandinavian.	Russian (German.)	Ruthenians (Galicians.)	Americans.	Canadians.	Swedish.	Finns.	Hungarians.	Via Ocean.	Via C. P. R.	
April.....	83	36	45	40	204	11	2	22	7	5	26		62	59	8					75	104	25
May.....	148	78	128	104	458	15	7	18	10	17			345	46						345	113	
June.....	34	5	4	4	47	13	1	5	2	2			3	18	3	1				17	23	2
July.....	35	22	22	16	95	5		7	8	4	48		48	21	2	1				50	45	
August.....	32	14	11	11	68	3	3	16	4	2	6		8	16	10					27	41	
September.....	25	6	4	11	46	2							19	6	19					21	25	
October.....	23	12	15	11	66									24	39	3				23	43	
November.....	25	15	17	13	70								20	8	38	4				28	42	
December.....	10	10	10	14	44								1	41					2	44		
Totals.....	420	198	256	224	1,098	49	3	10	68	29	9	55	91	488	243	49	1	1	2	630	441	27

C. W. SUTTER,
Immigration Agent.

SCHEDULE B.

TOTAL number of Immigrants from each country.

United States.	Number	European Countries.	Number	Canada.	Number
Wisconsin.....	52	Austria (Galicia).....	480	Ontario.....	26
Michigan.....	67	Russia.....	90	Manitoba.....	6
Minnesota.....	36	Germany.....	10	Quebec.....	6
Dakota.....	30	England.....	49	British Columbia.....	9
Illinois.....	38	Ireland.....	3		
Washington.....	29	Scotland.....	10		47
Iowa.....	16	France.....	5		
Wyoming.....	15	Belgium.....	4		
Nebraska.....	22	Hungary.....	2		
Colorado.....	11	Finland.....	1		
Oregon.....	15	Sweden.....	1		
Massachusetts.....	18				
Pennsylvania.....	10		655	European Countries.....	655
Montana.....	13			Canada.....	47
New Hampshire.....	6	Hawaiian Islands.....	1	United States.....	395
Idaho.....	12			Hawaiian Islands.....	1
Connecticut.....	5			Total.....	1,098
	395				

C. W. SUTTER,
Immigration Agent.

Department of the Interior.

No. 15.

REPORT OF THE AGENT AT KAMLOOPS, B.C.

DOMINION LANDS OFFICE,

KAMLOOPS, 4th January, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Referring to circular No. 35055, Immigration, I have the honour to report that while numerous inquiries are made respecting this district, there has been no volume of direct immigration from Europe. Settlers continue to come in quietly, chiefly from Eastern Canada and the Western States, and in my opinion it is better that these quiet methods should continue until larger areas of agricultural land are opened up, and a system of irrigation is introduced.

Owing to the broken nature of the country, one quarter-section may be excellent land while the adjoining quarter may be useless, except for grazing purposes. It is, therefore, advisable that each intending settler should personally see the land he proposes to enter.

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

E. A. NASH,
Agent.

No. 16.

REPORT OF THE AGENT AT NEW WESTMINSTER, B.C.

DOMINION LANDS OFFICE,

NEW WESTMINSTER, B.C., 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Having observed that unusual interest was taken in the matter of immigration, for the benefit of the whole Dominion every possible encouragement has been extended to inquirers at this office, both personally and through correspondence.

It is true there are no open prairie lands to be offered in this Province, but there are other advantages which merit the consideration of parties seeking homes.

The mild and salubrious climate of British Columbia, and the fact of the country being largely on the seaboard, added to the beauty of its scenery and its many commercial and other advantages, make this Province very attractive to homeseekers from other lands, but owing to the general depression which has prevailed in the eastern world, many of our correspondents during the year were prevented from coming here by their inability to make the necessary financial arrangements for moving. This applies more particularly to intending settlers on our farming lands.

The better prices being realized here now for farm produce will, however, materially encourage immigration.

The mines of British Columbia have, as you are aware, attracted the attention of many experienced men in that line of business, and I may add that quite a number of people from the United States Pacific Coast have passed through this district over the C.P.R. to examine and settle upon the grazing and farming lands of Alberta.

Several of these have called at this office for such information as was available, and for making such statements as procured for them reduced fares from Vancouver to points of destination in Alberta.

It is expected that next year will add very considerably to the population of British Columbia.

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

JOHN MCKENZIE,
Dominion Lands and Immigration Agent.

Department of the Interior.

THE GALICIAN COLONIES IN CANADA.

13 ST. JOHN STREET, MONTREAL, 23rd December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Some time ago the various settlements of Galicians throughout the North-West were visited by the Imperial Austrian Consul, and in order that we might be fully posted as to the condition of affairs, we sent our interpreter, Mr. Roth, along with him, and we have pleasure in inclosing copy of his report to us, which we think would be of interest to you.

Yours very truly,
Hamburg American Packet Co.,

Per JAMES THOM,
Manager.

MONTREAL, 15th October, 1897.

JAMES THOM, Esq.,
Manager, Hamburg American Line,
City.

DEAR SIR,—Having received instructions, I left Montreal on the 26th of August, remaining one day in Ottawa, where I had an interview with the Deputy Minister of the Interior, from whom I received all information likely to be useful or necessary to me on my mission, and who also furnished me with a letter of introduction to Mr. McCreary, Immigration Commissioner at Winnipeg. From Ottawa I proceeded to Fort William, and visited there the Hungarian settlers. These comprised about 20 families and 60 single men, most of whom were engaged on the railways or the elevators. On making inquiry as to their condition, I found that for the most part they led a most miserable life, living in wretched shanties and working spasmodically, sometimes only two or three days in each week, and frequently in long intervals as much as 50 hours at one time. In winter there is scarcely any work at all for them. I placed before them the great advantages of farming in the North-West, especially to men like themselves, who were brought up as farmers, and whose early life had been spent as agriculturists. I hope my efforts may prove successful, and I have great faith that they will, for several have already expressed the intention of proceeding to the North-West, and one of their number has gone to inspect farming land and to report the result of his investigations to his friends. On receipt of his report they will decide what course to adopt.

I reached Winnipeg on the 30th August, and at once called on Mr. McCreary, the Immigration Commissioner. He gave me all the information I required, received me very kindly and instructed all his agents throughout Manitoba and the North-West to give me all the assistance possible, and to show me over any of the settlements I might wish to visit. And here let me pay a tribute of thanks to these gentlemen, who certainly afforded me every facility in the kindest possible manner to further the success of my mission. I visited the following settlements: Gonor, a Galician colony, about 20 miles from Winnipeg. There are about 32 families on this settlement, who purchased

for cash or part cash from one of the North-West land companies, 80 acres of land each. These farms are situated along the Red River, but unfortunately have only a river frontage of about 100 feet wide, while they are nearly 4 miles in length. This, of course, adds considerably to the cost of farming these long strips. The settlers, however, are exceedingly happy and content. They have good comfortable houses, commodious stables, and nearly all have horses, cattle, pigs, poultry, and a good supply of farming implements. There are four similar settlements to this, in the neighbourhood of Winnipeg, with from 15 to 20 families in each. In nearly every case they have bought their own land. I have no doubt these settlements will each prove successful, being within easy access of Winnipeg, which furnishes such an excellent market, and which has a demand for all the produce that can be raised on the farms.

Stuartburn is a settlement about 20 miles from Dominion City, the nearest railroad station. There are here about 250 Galician and Bukowina families, the great number of whom arrived in June of this year. The majority of these are well supplied with horses, cattle, swine and farming implements, but the latter are not so fortunately situated, having depended in a great measure on the Government, who have supplied them with flour, but who now insist on their working for their living. All have, however, built themselves good comfortable houses, in many cases superior to those of some of the old English settlers. It is surprising to see what beautiful gardens they have for the short time they have been on their farms. All have gathered a good stock of hay, have plenty of vegetables, and are now out harvesting for other farmers, earning from \$1 to \$1.25 per day, while their wives remain at home to feed the cattle and complete the building of the houses, *i.e.*, sodding. From there I visited

Whitewood.—I found there four Slav, two Hungarian and two Czech families. They had arrived without any means, but were now doing well, and appeared happy and content. The men had been able to earn \$20 per month each, and their board, in the neighbouring Mennonite settlement, but some had now built their own houses, while others were occupied in doing so. Within 24 miles of Whitewood, there are two colonies of Hungarians and Bohemians, containing about 60 families each. They are suffering much from drought this year, and their harvest will be small, but still they are quite content and point proudly to their farms and their cattle. Some of these people I knew personally, and can assert they were penniless on their arrival some years back, but they are now well to do, having good buildings, horses and cattle, and a good many acres of land under cultivation.

There is a Galician settlement at Saltcoats, 24 miles north of Whitewood. They have been located on very good land there by the Government, who have rendered them assistance to build their houses and purchase cows. It is necessary to see what they have done in order to appreciate it. They have built comfortable houses, bought cattle, gathered in hay and have tried their utmost to succeed, and in fact their success is assured. The citizens of Saltcoats have heartily welcomed them, and are doing everything possible to help them along, assisting the poorer classes by giving them work. These latter will probably require some assistance during the coming winter. There are two colonies in the neighbourhood of

Yorkton.—One 20 miles and the other 40 miles from the station. There are 180 families in all, who are mainly occupied, now, in building houses, and gathering hay, but there is, however, a scarcity of water. All have good houses while there is plenty of firewood and they are making good progress.

Saskatchewan.—About 40 miles from this station there are 85 Galician families, who settled there last July, in addition to 20 who have been there a year longer. The settlement is too far from a market or railway station, but the people are doing well and are satisfied with their position. They have done as well as the colonists at Saltcoats, and will, I think succeed.

In the neighbourhood of Edmonton there are over 100 families of German Galicians at settlements 8, 20 and 24 miles distant. They have been located there for from 3 to 5 years. I have interviewed quite a number of them, and although the majority were quite destitute on their arrival, they have prospered greatly since they have been there.

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Some have as much as 50 acres under cultivation, good houses and farm buildings, with horses, cattle, other animals and farm implements. This year they will have from 500 to 3,500 bushels of wheat per family, for sale. A good many had tried farming in the United States, but without success, but here they are doing very well and praise the country highly. They have churches and schools and are considered by their neighbours to be trustworthy people and the best farmers in the locality.

There are also near here some Moravians or Germans, who arrived about three years ago, they had nothing then, but now as they say, "Thanks to God we are on the road to prosperity."

It would be needless for me to repeat my observations on other settlements, which I visited, as it would merely confirm what I have already stated regarding these colonies enumerated.

The attitude of the surrounding settlers was highly commendable, they gave work to, or assisted the new arrivals to obtain it, either on farms or on railroad work. The Galicians too on the other hand, live very peaceably with their neighbours and heartily appreciate the advice and assistance they receive from them.

The Government officials are doing all in their power to assist, advise and watch over the new settlers. On arrival of immigrants three or four delegates are elected from the new arrivals. These delegates and a Government official proceed to inspect the country and to select suitable location for the settlement. Upon their recommendation the immigrants are forwarded free of charge from Winnipeg to the land so selected. The Government also paying for transportation from the last railway station to the new settlement, distance being sometimes from 20 to 40 miles, and the expenses very large. At the expense of the Government a large building, capable of holding all the people is erected, where the families remain until each has built his house on his own land, provisions are supplied to the poorer classes and cows given to families with small children, a Government official being always present to give advice and assistance, and whose duty it is to provide work for the needy ones, and in cases where the head of the family is absent working, to look after the family and provide for same. Doctor and medicine are also furnished.

The health of the settlers was on the whole remarkably good ; with the exception of a few cases amongst the children, caused mainly by the change of diet, there was no sickness, but all looked strong, healthy and cheerful.

The land allotted them by the Government, selected in the majority of cases by the settlers themselves, is good farming land with plenty of timber and water and well suited for mixed farming. In one place near Yorkton there appears to be a scarcity of water, but this can be rectified by digging wells and to enable them to do this the Government has decided to send them well-borers. Some of the Galicians have purchased land in the vicinity of Winnipeg, some paid for it in full and others in part on the instalment system. The land so purchased was not of the most favourable description, it belonged to a company or syndicate of land owners, who apportioned it out into long strips, with a small river frontage. This was a mistake on the part of the settlers and could have been avoided if they had applied to the officials, who would have given them good and independent advice. I would strongly recommend that new comers take up Government homesteads of 160 acres each at an entry fee of \$10 per homestead. This would enable them to spend what little capital they have on the purchase of cattle and the necessary farm implements. I have ascertained that there is still plenty of good land available for homesteads, within one day's journey by rail from Winnipeg for thousands of families.

Houses.—The houses for the most part are strongly and substantially built of logs with sod or turf outside to keep them warm and make them suitable for the Canadian winters ; they are mostly arranged on the Russian plan, with good clay ovens for bread making.

Religious wants are met by Father Demitrow, a Galician priest who is attending to this requirement by travelling from one colony to another. I am also informed that an orthodox Greek priest is attending to the needs of the Bukowinian people.

Schools will be built as soon as arrangements have been made in accordance with the Acts of the Province for the formation of school districts. About 75 per cent of

the cost of education is supplied by the Provincial Government, and the remainder by a small tax on the land. All education is free.

From my own observations I have ascertained that there are a large number of settlers who have friends willing and anxious to join them, and letters to that effect are daily passing between Canada and Europe. Many of the late arrivals are unable to write, and these place their correspondence in the hands of a mutual friend. I have conversed with several of these who assure me that a large number of immigrants are waiting to come to Canada.

In conclusion I beg to return my sincere thanks for the kindness I received on all hands from those with whom I came in contact, and for the great assistance rendered me in every possible way, especially by Mr. McCreary, Immigration Commissioner, as well as Mr. Speers of Brandon, Mr. Crerar of Yorkton, Mr. McNaught of Saltcoats, Mr. Wendelbo of Winnipeg and Mr. Sutter of Edmonton, all of the Immigration Department. These gentlemen are one and all doing their utmost in furthering the cause of immigration, and are sparing no pains in looking after the welfare of the immigrants themselves.

I may mention that during my mission I travelled about 5,000 miles by rail and 370 miles by wagon.

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

IGNATIUS ROTH.

Department of the Interior.

PART V.

NORTH-WEST TERRITORIES.

Department of the Interior.

THE CANADIAN NORTH-WEST TERRITORIES.

REPORT CONCERNING THE ADMINISTRATION OF AFFAIRS FOR THE YEAR 1897.

LIEUTENANT-GOVERNOR'S OFFICE,
REGINA, N.W.T., 31st December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa, Ont.

SIR,—I have the honour to submit the following report concerning the administration of affairs in the Canadian North-West Territories, during the year 1897.

GENERAL AGRICULTURAL AFFAIRS.

The year has been marked by noticeable improvement in the condition of the people. A bountiful harvest of products appertaining to the soil, and increased demands consequent upon the Yukon and British Columbia gold discoveries, have enhanced prices, and created general satisfaction. Dairying, horse ranching (which has for so long been depressed) and the cattle trade all show marked development and gratifying progress.

IRRIGATION.

During the past year the subject of irrigation has continued to attract attention in the southern and western portions of the Territories. Unfortunately the sudden and unprecedented floods which occurred in June last on most of the streams heading in the mountains caused considerable damage to many of the existing irrigation works, but in spite of this damage and the delays which resulted therefrom, the crops obtained from irrigated lands were of a most satisfactory character.

Several new and extensive irrigation systems were constructed during the year, among which the ditch constructed by the New Oxley Ranche Company and that completed by the North-West Cattle Company are deserving of special mention.

The extensive scheme proposed by the Springbank Irrigation District has also assumed definite shape in the passage of the by-law by the District authorizing the sale of debentures for the construction of the proposed works, and if these debentures can be sold a large area of land in the Calgary District will be brought under irrigation in the immediate future.

THE MAGISTRACY.

The following magistrates were appointed:—

B. B. Bruce	Knee Hill, Calgary	Alberta
F. S. Stimson	High River	"
A. D. Gregson	Waghorn	"
D. F. Knight	Gleichen	"
C. E. Phipps	Regina	Assiniboia
T. O. Davis	Prince Albert	Saskatchewan

C. G. Geddes	Macleod	Alberta
J. B. Bruneau	Pincher Creek	"
F. J. Gough	Dewdney	"
W. M. Thompson	Hayward	Assiniboia
A. Wyndham	Strangmuir	Alberta
D. W. Davis	Fort Cudahy	Yukon
W. Rowland	Riversdale	Assiniboia
J. H. Tofield	Logan	Alberta
W. D. Shattuck	Davisburg	"
Angus McKay	Fort à la Corne	Saskatchewan
R. Gibbings	Innisfail	Alberta
J. A. McDougall	Edmonton	"
R. Ritchie	"	"
W. Henley	Qu'Appelle	Assiniboia
W. H. Ball	Grenfell	"
J. R. Brown	Qu'Appelle	"
W. A. Lamont	Whitewood	"
L. Robertson	"	"
F. Cosgrave	"	"
W. A. Mann	Sunnymeade	"
M. Gardner	Springbank	Alberta
J. W. Kemmis	Livingston	"
S. B. Harrison	Olds	"
Wm. Milburn	Swift Current	Assiniboia
John Benson	Wolseley	"
L. Adamson	Fort Saskatchewan	Alberta
G. T. Montgomery	"	"
Wm. Knox	Prince Albert	Saskatchewan
W. G. Hutchison	Lamerton	Alberta
A. S. Rosenroll	Wetaskiwin	"
A. W. Hunt	Logan	"
A. W. Fish	Fishburn	"
L. Hanmer	Wood Mountain	Assiniboia
R. Thompson	"	"
Dr. Bushe	Grenfell	"
F. J. Reynolds	Medicine Hat	"
W. P. Taylor	Lac Ste. Anne	Alberta
S. Hetherington	Edmonton	"
Inspector Belcher	Regina (for Yukon)	"

STATUTE LABOUR DISTRICTS.

Districts organized prior to 1897	57
Districts organized during 1897	180
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Total number of districts organized	237
Districts under process of formation	98
	<hr/>
	335
Districts from which returns have been received for 1897	86
Total number of days assessed in districts sending returns	11,727
Number of days worked in districts sending returns	7,286
Number of days commuted in districts sending returns	2,132
Number of days unsettled in districts sending returns	2,309
Total amount of cash received by districts making returns	\$3,503 20
Total amount of cash spent by districts making returns	\$2,699 98
Total amount of cash on hand in districts making returns	\$ 807 42

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The work performed by statute labour in the 86 districts above mentioned consisted of grading, brushing, corduroying and clearing roads ; building and repairing bridges and culverts ; building and repairing dams ; filling holes and draining sloughs ; ploughing fireguards ; and in one instance in Saltcoats Electoral District, in filling 28 old wells. The following figures are approximate, but are rather below than above the mark, most of the overseers having misunderstood the request as to work done, the amount had to be computed largely from the number of days worked.

Grading and brushing roads	391 miles.
Fireguards ploughed	330 "
Corduroying	1,800 yards.
Bridges built, one with stone abutments	21
Culverts built	49
Dams built	4
Dams repaired	3
Bridges repaired	5
Sloughs and holes filled	6
Old wells filled	28
Drains made	2

EDUCATION.

Up to the end of September, 1896, there had been proclaimed :—

Public school districts	434
Roman Catholic public school districts	46
Roman Catholic separate school districts	11
Protestant separate school districts	2
	— 493

At the end of November, 1897, the total number of schools erected was :—

Public school districts	455
Roman Catholic public school districts	46
Roman Catholic separate school districts	11
Protestant separate school districts	2
	— 514

The number of pupils in attendance has increased from 10,710 last year to 13,780 at the present time.

Since 1st October, 1896, school debentures have been issued and registered to the amount of \$7,480.00. The total amount of debentures authorized during the twelve months last past is \$10,100.00, the smallest debt since 1887. In the year 1895 the debentures authorized amounted to \$44,725, last year to \$33,500.

COMMISSIONERS FOR TAKING AFFIDAVITS.

The following commissioners for taking affidavits were appointed:—

J. Martin	Lunsden	Assiniboia
J. Balfour	Hill Farm	do
S. V. Blake	London	England
Dixie Watson	Regina	Assiniboia
S. S. Page	Moosomin	do
J. A. McDougall	Edmonton	Alberta
E. J. Wright	Regina	Assiniboia
J. Doolittle	Qu'Appelle Station	do
W. Eakin	Crescent Lake	do

F. F. Tims	Fort Saskatchewan	Alberta
S. P. Fream	Innisfail	do
R. Giles	Red Deer Hill	Saskatchewan
John Beddom	Halcro	do
T. F. Millar	Kirkpatrick	do
Chas. Russell	London	England
E. F. Day	do	do
R. L. Alexander	Calgary	Alberta
J. T. Stenshorn	Regina	Assiniboia
E. S. Kent	Edgeley Farm	do
H. W. Halpin	Mistawasis	Saskatchewan
E. A. R. W. McKenzie	Fort Pelly	Assiniboia
Joseph Caswell	Olds	Saskatchewan
Jean P. Morin	Morinville	Alberta
Alexander McBeth	Puckahan	Saskatchewan
Wm. Anderson	Ohlen	Assiniboia
W. G. Hutchison	Lamerton	Alberta
A. P. Fisher	Batoche	Saskatchewan
J. B. Boucher	St. Louis de Langevin	do
Wm. Spencer, Sr	Prince Albert	do
R. J. Jephson	Macleod	Alberta
Jas. A. Macmillan	Calgary	do
T. W. Chalmers	Edmonton	do
J. A. McPherson	Stony Plain	do
Wm. T. Thomson	Qu'Appelle	Assiniboia
J. S. Dennis	Regina	do
J. L. Reid	Prince Albert	Saskatchewan
W. J. Dimmick	Moosomin	Assiniboia
Wm. Millburn	Swift Current	do
Jas. McMullin	Moosomin	do
J. H. Young	do	do
D. W. Hogg	Carnoustic	do
Gilbert Cook	Wishart	do
W. McNaughton	Fort Qu'Appelle	do
J. D. Clements	Balcarres	do
E. J. Coade	Carievale	do
J. Young	do	do
J. E. deHagne	Alma	do
R. Buckley	Prince Albert	Saskatchewan
W. Lee	Innisfail	Alberta
W. Hunsperger	Dewdney	do
J. E. Aylwin	Hollbroke	do
R. F. Manley	Parkbeg	do
J. F. Betts	Prince Albert	Saskatchewan
T. W. Waterhouse	Innisfail	Alberta
N. McKenzie	Touchwood	Assiniboia
A. Patterson	Swift Current	do
W. J. O. Bouchier	Calgary	Alberta
J. Lapointe	Willow Bunch	Assiniboia
Geo. Ellis	Weldon	do
J. Disbury	Gleichen	Alberta
T. Dodd	Kissina	do
Colin A. Bird	Whitewood	Assiniboia
W. Cosgrave	Sumner	do
J. F. D. Parker	Halcro	Saskatchewan
W. C. Cameron	Edgeley	Assiniboia
D. S. Shaw	Maclean	do

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J. C. Starr	Qu'Appelle	Assiniboia
W. Knox	Prince Albert	Saskatchewan
J. W. Attwater	Landshut	Alberta
R. W. McConnell	Sheho	Assiniboia
Louis G. Picard	Saddle Lake	Alberta
J. W. Moodie	Santaluta	Assiniboia
J. Teece	Chickney	do
Geo. P. Campbell	Ellisboro	do
R. S. Garrett	Kenlis	do
John Hutson	Wolseley	do
John Doan	Stony Beach	do
Geo. E. Salmon	London	England
Thomas J. Hunt	Philadelphia	U. S. A.
Daniel McLean	Indian Head	Assiniboia
John Davidson Murphy	Wolseley	do
Sterling Williams	Cardston	Alberta
Charles B. Bowman	Lethbridge	do
John D. Higinbotham	do	do
Rev. Ovide Charlebois, O.M.I.	Cumberland House	Saskatchewan
Henry McKay	do	do
Frederick Maby Rogers	Innisfail	Alberta
Farquhar Beaton	Gordon	Assiniboia
Silas A. Richardson	Egg Lake	Alberta
F. M. Lee	Langenburg	Assiniboia
George A. Bull	Yorkton	do
Anton O. Fandrey	Ebenezer	do
Thomas James McNeice	Lunsden	do
Howard Douglas	Banff	Alberta
W. H. Cottingham	Lethbridge	do
M. H. King	Estevan	Assiniboia
James E. Fawdrey	Penhold	Alberta
Daniel McLean	Indian Head	Assiniboia
Neil G. McCallum	Qu'Appelle Station	do
Joseph Findlayson	Prince Albert	Saskatchewan
James Sinclair	do	do
Andrew Spence	Aaskana	do
Robert Giles	Prince Albert	do
Wilson Paul	Willoughby	do
William Lyttle	do	do
William Millar	Kirkpatrick	do
Peter P. Fidler	Prince Albert	do
William Simpson	Yorkton	Assiniboia
Percival Birkett	London	England

ISSUERS OF MARRIAGE LICENSES.

The following issuers of marriage licenses were appointed:—

Joseph Brannan	Broadview	Assiniboia
William Burris	Lacombe	Alberta
Denys Francis Knight	Gleichen	do
H. H. Gaetz	Red Deer	do
F. S. Proctor	Fort Qu'Appelle	Assiniboia
Rev. Gilbert Cook	Wishart	do
A. H. Anderson	Melfort	Saskatchewan
B. Rothwell	do	do
R. T. Telford	Leduc	Alberta

W. J. Dimmick	Fleming	Assiniboia
Rev. Henry A. Naylor	Dawson City	Yukon
H. E. Thomson	Fort Saskatchewan	Alberta
Rev. John R. Matheson	Onion Lake	Saskatchewan
Colin Bird ..	Whitewood	Assiniboia
John R. S. North	Fort Qu'Appelle	do

BUTTER AND CHEESE MANUFACTURING ASSOCIATIONS.

Now organized	43
Reported last year	30

Making an increase of 13 for 1897.

ADVOCATES.

The following Advocates were enrolled :—

James Thomas Brown	Moosomin	Assiniboia.
Richard Bedford Bennet	Chatham	N. B.
William Farquhar Gurd	Macleod	Alberta.
Francis Archer Weir Ireland	Indian Head	Assiniboia.

CORONERS.

The following Coroner was appointed :—

J. R. Bird	Whitewood	Assiniboia.
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INSANE PATIENTS.

In 1896	40
In 1897 to 30th November	26

ELECTIONS.

Elections were held in the following constituencies :—

Qu'Appelle, North.	D. H. McDonald, <i>vice</i> William Sutherland, resigned.	
Prince Albert, West.	Thomas James Agnew, <i>vice</i> John Lestock Reid, resigned.	
Yorkton.	T. A. Patrick, <i>vice</i> F. R. Insinger, resigned.	
Macleod.	F. W. G. Haultain,	} Re-elected by acclamation on appointment as Members of Executive Council.
Moose Jaw.	James Hamilton Ross.	
Mitchell.	Hillyard Mitchell.	
Lethbridge.	Charles Alexander Magrath.	
Qu'Appelle, South.	George H. V. Bulyea.	

LIQUOR PERMITS.

The following liquor permits were issued, exclusive of Yukon.

Whisky	91
Brandy	52½
Wine	128
Gin	2
Rum	44
Alcohol	15

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TERRITORIAL LEGISLATION.

The Assembly was called together on the 28th of October, and prorogued on Wednesday, 15th December.

The following Ordinances were assented to :--

An Ordinance to amend the School Ordinance, 1896.

An Ordinance to amend Ordinance No. 9, of 1895, respecting the legal profession.

An Ordinance respecting the Penhold Public School District, No. 45, of the North-West Territories.

Supply Ordinance No. 1.

Supply Ordinance No. 2.

An Ordinance to authorize the changing of the names of incorporated companies.

An Ordinance to amend Ordinance No. 10 of 1889, intituled : "An Ordinance respecting the expropriation of lands."

An Ordinance to give Oswald William Kealey a certain status as a student-at-law.

An Ordinance respecting the Department of Public Works.

An Ordinance respecting the registration of births, marriages and deaths.

An Ordinance respecting the public service of the Territories.

An Ordinance respecting the Treasury Department and the auditing of public accounts.

An Ordinance respecting hire receipts and conditional sales of goods.

An Ordinance respecting keepers of livery, boarding and sale stables.

An Ordinance respecting ferries.

An Ordinance respecting mining companies.

An Ordinance to incorporate the president and high council of the Alberta Stake of Zion.

An Ordinance to further amend the Marriage Ordinance.

An Ordinance respecting justices of the peace.

An Ordinance to amend and consolidate as amended the law relating to elections.

An Ordinance respecting controverted elections.

An Ordinance respecting stallions and bulls.

An Ordinance respecting the sale of intoxicating liquors and the issue of licenses therefor.

An Ordinance respecting statute labour.

An Ordinance respecting the Department of the Attorney-General.

An Ordinance respecting the Department of Agriculture.

An Ordinance to provide for the inspection of steam boilers and the examination of engineers operating same.

An Ordinance respecting the Department of the Territorial Secretary.

An Ordinance respecting the herding of animals.

An Ordinance respecting estray animals.

An Ordinance to further amend "The Game Ordinance."

An Ordinance respecting public health.

An Ordinance to amend and extend the Judicature Ordinance and amendments thereto.

An Ordinance to amend Ordinance No. 17 of 1896 respecting weed districts.

An Ordinance respecting foreign corporations.

An Ordinance respecting dentistry.

An Ordinance respecting pound districts.

An Ordinance respecting villages and hamlets.

An Ordinance respecting municipalities.

An Ordinance for the prevention of prairie and forest fires.

An Ordinance respecting the marking and inspection of stock.

An Ordinance to amend the School Ordinance.

An Ordinance respecting the Consolidated Ordinances of the Territories.

An Ordinance to amend various Ordinances in view of the Ordinances Consolidation.

In my report for 1896, I pointed out that law and order had been maintained in the Yukon District by a Mounted Police Force under Inspector Constantine and ventured to suggest that a force of twenty men was quite insufficient to protect life and property, further pointing out that subjects appertaining to the Yukon District are so numerous and comprise so many branches that only bare details could be dealt with in a concise report, adding that "the Yukon country and its requirements are well worthy the matured consideration of any Government and any people."

My expectations have been more than realized, and the marvellous wealth now known to exist in this great northern outpost of the British Empire should add not only to the material resources of the Dominion, but prove of vast benefit to this western country.

I have the honour to be, Sir,

Your obedient servant,

C. H. MACKINTOSH,

Lieutenant-Governor of the North-West Territories.

Department of the Interior.

PART VI.

REPORT OF THE LIEUTENANT-GOVERNOR OF KEEWATIN.

Department of the Interior.

ANNUAL REPORT OF THE LIEUTENANT-GOVERNOR OF KEEWATIN.

GOVERNMENT HOUSE,

WINNIPEG, 30th December, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to report that during the past summer I spent upwards of two months in the district of Keewatin, travelling as far as York Factory on Hudson's Bay, and spending some time at the principal centres of population, namely, Norway House, Oxford House, and York Factory. It was my intention to visit God's Lake and Island Lake, in order to have a conference with the Saulteaux of these districts, but I was advised to postpone my visit owing to the difficulties of navigation, the waters being too low for a York boat to get through.

The district of Keewatin is the most unique preserve in the civilized world to-day. Lying between the northern boundaries of Manitoba and the Arctic Circle, and between the territory of Saskatchewan and Hudson's Bay, it is inaccessible to ordinary travellers, the only white people living there being the officers of the Hudson's Bay Company at their various posts, and pensioners of the company, old employees who have settled in the district from preference. In addition there are a few missionaries and their families at the more populous centres.

There are no regular means of communication with the district from the outside world. The Hudson's Bay Company charter a steamer twice a year, or oftener if required, from Selkirk to Norway House. Through the courtesy of the company, passengers and freight are accommodated on these steamers. Three or four times during the winter, dog trains run from Selkirk to Norway House, carrying the mails at the expense of the company for the convenience of the missionaries and the company's officials throughout the district. There are no post offices in the district, but the company's officers are most obliging in forwarding any letters that may be sent up by their chartered steamers or by dog train. Any one entering the district must be prepared to be completely shut out from the outside world for the time being. My party spent ten weeks without seeing a newspaper of a recent date, although when we afterwards came to repair our loss of information, it was wonderful to find how little we had missed.

Norway House, including the Rossville mission and the reserve, is the most populous centre in the district. The population is estimated at about a thousand souls. Few of these people are genuine hunters, though most of them do a little trapping. They live principally by such work as they can get from the Hudson's Bay Company, and from traders, by fishing and by growing vegetables. Many of them have gardens, such as they are, but they are improvident with respect to seeds, in most cases the Hudson's Bay Company having to come to their help yearly. To these is added the Treaty Annuity from the Indian Department, but many of the Indians now resident in the neighbourhood of Norway House are non-Treaty Indians, who have moved up from York Factory, and from as far south as Trout Lake near the northern boundaries of Ontario. The method of paying the Treaty Annuity is objectionable. The Indians have been known to refuse work which would have paid them well, in order to loaf around the Fort waiting for the arrival of the Indian Agent. It generally means a loss of ten days or two weeks, and the money all goes to the vendors of cheap jewellery and inferior merchandise, who follow the Indian Agent from point to point, where the Treaty money is being paid. A better plan at the Norway House Reserve would be to entrust the money to

Mr. J. K. Macdonald, J.P., of Norway House, who is a magistrate for the district, in which he has resided many years, and who is well known to all the Indians throughout. They could then come in and get their annuities without waste of time, and would not be subject to temptations to squander the money.

At Nelson River the whole of the male population are hunters. Some have gardens in which they grow potatoes, the seeds, as usual, being supplied by the Hudson's Bay Company. They may be said to live almost entirely by the chase and by fishing. It is reported that usually they live well.

At Cross Lake a large proportion of the people are hunters, though fish is their staple article of food, and usually there is a sufficiency of it.

At Split Lake all are hunters. Venison is the food principally depended on, fish not being very plentiful. One or two raise a few potatoes. Frequently the deer fail them, and then destitution overtakes the people. Under such circumstances the Hudson's Bay Company is their only source of help.

At Oxford House all hunt, but the country is becoming denuded of fur-bearing animals. During the summer months the entire adult male population get continuous employment from the Hudson's Bay Company, freighting goods from Norway House for their own and neighbouring posts. Few deer are killed, and fish are not too plentiful. Periods of dire distress frequently overtake the community. At such times, to prevent starvation, the Hudson's Bay officers at the post have actually to support the population. A few vegetables, principally potatoes, are grown. These people are improvident children, and will not learn by experience. There is not an Indian south of the Nelson River who might not have an excellent kitchen garden, stocked with all kinds of vegetables, if he only had industry, perseverance and foresight.

At God's Lake all the Indians are hunters, living by the chase and by fishing. Here again there are periods of starvation, when the Hudson's Bay Company has to come to the rescue. There are some gardens where potatoes are grown in a thriftless fashion. This is as reported to me.

At Island Lake the entire population are hunters. Deer, fish, rabbits and the flesh of all fur-bearing animals are used for food. There is no attempt here at the cultivation of the soil, save by the Hudson's Bay Company's officials.

At all the above mentioned posts the adult males get employment as freighters in the boats of the Hudson's Bay Company. They like this kind of work, and work late and early cheerfully. They are admirable voyageurs—in fact, the finest boatmen of their kind in the world.

In the eastern section of the district, having York Factory for its centre, dependent upon which are the posts of Churchill, Trout Lake, and Severn River, the number of white people and half-breeds is about one hundred. There are about fifteen hundred Indians, twelve hundred of whom are Crees belonging to the southern part of the country. There are about three hundred Chipweyans, who hunt to the north of Churchill River and visit Fort Churchill. The Esquimaux who visit Churchill number about two hundred, and in the far north it is estimated that there are about six hundred Esquimaux scattered from Repulse Bay to Marble Island. All the Indians in this section of the country are professing Christians.

The Crees from their long intercourse with white men, have reached a certain degree of civilization. For two centuries and a quarter, they and their ancestors have been in touch with the officials of the Hudson's Bay Company, indeed, there was far more life and activity on the west shores of the bay, at Churchill, York and further south, two hundred years ago than there is to-day. England and France were contending for the fur trade. Frontenac also had an eye on the country, and when he was Governor of New France sent men and ships, with the French Canadian traders, to try to wile away from the Hudson's Bay Company the Indian fur trade of this district.

The Crees can nearly all read and write the Cree language, as printed in Syllabic characters. The old teach the young. The attempts of the Church of England clergymen at York Factory and Fort Churchill to impart an English education have failed of success. The young Indians could only attend school for a week or two in summer, and even then had to be charitably provided for, they and their parents as well.

Department of the Interior.

Of the Crees in this section, about one-half are Inland Indians, whose main support is fish and rabbits. In the winter they have no fixed place of abode; in summer time, they collect at a lake or about one of the company's posts. Often they have a great abundance of food, sometimes, at the change of seasons, they are rather pinched, but it is only on rare occasions that they suffer want. The others are called Coast Indians. Their life is a more precarious one. The wild geese used to be their great mainstay. They had enough for themselves, and did a big trade with the company as well, but now so few geese are to be got that the Indians in the season cannot support themselves. It is believed that the cause of the great change is that the wild geese now fly over inland, to feed upon the wheat fields of the prairies. The Coast Indians never have a store of food for the winter, as the Inland Indians generally have.

The fish on the coast are small, and in the depth of the winter, when, as they say, nothing is running about, they have a bad time indeed. In the spring and autumn also there are times when the rivers cannot be crossed, or the swamps are impassable. At such periods the company has to help them through as best they can. The fur these Indians get is traded in great part for imported food and ammunition. In seasons when fur is scarce, without liberal assistance from the company, they would starve.

At Churchill, with the Chipweyans, a different condition of things obtains, they are true nomads, live in tents and are clad in deer skin. They wander in the interior from Churchill River up to the edge of the wood country, and come to the coast only twice a year. The characteristics of this tribe are described by those who have come in contact with them as being very discouraging, they are said to be grasping, selfish and ungrateful. Their ways are little altered since Franklin's time.

The Esquimaux who come to Churchill live along the coast, and in the inland, barren lands up to some three hundred miles north of Fort Churchill—they visit the Fort on certain dates during the winter, and some few of them stay about it for a month or so in the spring. They depend on deer and seals for their living, wear deer skin clothing, and have as yet changed their native ways but little.

The company's officers who have been stationed at Fort Churchill regard them as the most interesting aborigines we meet with. They are brave, daring almost to recklessness, quick to resent an injury, but of a cheerful, happy disposition, and have not the greedy, begging way that most Indians have. They steal when they can, but promptly give up the articles if missed and inquired after. Their thieving is looked on by themselves and by the company's officers as a sort of amusing knavery not to be taken seriously. They are wonderfully ingenious in making broken guns serviceable, repairing wood or iron-work, and are, as a people, said to be much more intelligent than the Indians. In the far north their country is a barren waste, and in addition to the deer, yields only a few white foxes. Reports come down to Churchill almost yearly about some one or other family of these Esquimaux being destitute. Their wants are few, guns, ammunition, knives and files. Tobacco is their only luxury. As a rule, they are able to pay their way, and are said to be more honourable in their dealings with the company and in repaying advances than many of the Indians.

It has been suggested that the Indians, especially from the neighbourhood of Oxford House and God's Lake, should be removed to some other settlement, either in the district or to some other portion of the country, as in the case of the Indians who removed some years ago from Norway House Reserve to Fisher River on the western shores of Lake Winnipeg.

The objection to removing them within the district is this: That the district in which they might settle would soon become congested, and the natives of the place be driven, in their turn, to migration elsewhere. Only the old and infirm would willingly consent to leave the district altogether, and if the Government or the Department of Indian Affairs undertook the responsibility of moving a body of these Indians to another settlement in Manitoba or elsewhere, it must be with the knowledge that for the rest of their lives they will be pensioners on the bounty of the Government.

It is with regret that I have to report that the schools in the district could not possibly be in a worse condition than I found them. At Oxford House and York Factory the schools were closed altogether, and it was reported to me that there was no school at Churchill. At Rossville and at what is known as the Jack River school

in the Norway House Reserve, new teachers were in charge, and they cannot as yet be held responsible for the negligence of their predecessors. These schools have not made the slightest impression upon the lives of the people, nor have they advanced the use of the English language in the district, which, if we are to credit the reports of missionaries of former days, was more in use forty years ago than it is at present.

The natives of the district of Keewatin have given the Government of Canada no trouble; they have been a docile, submissive people, patient under privation, and obedient to the authority of the Hudson's Bay Company, who, in turn have been their best friend and protector. Had they been a turbulent, quarrelsome people, costing the country a few millions, in order to bring them to reason, probably they would have been dealt with more liberally. As it is, their demands are few. The old chief, Thomas Mustegan, voiced them fairly well at the pow-wow at Norway House. They want a supply of agricultural implements, principally hoes and spades, and they want oxen for the cultivation of their lands, and a competent, intelligent and enduring farm instructor, who would encourage them in agricultural pursuits.

Throughout the whole district of Keewatin, there is not a single resident doctor, with the exception of Doctor Milne, who is the company's chief factor at York Factory, and is not supposed to practise his profession.

The establishment of a hospital at Norway House is a necessity. At present, people with broken limbs, or who have met with accidents necessitating amputation, have to wait weeks, and even months, to be taken down to Selkirk, or Winnipeg, in order to have an operation performed. There are also, from time to time, other cases of sickness in the district.

These Indians bear suffering with heroic fortitude, but our common humanity demands that action should be taken.

If a resident doctor could be secured at Norway House, and the appointment given to a thoroughly competent man, one combining with a love for his profession, something of a missionary spirit, it would be a great boon to the district. Very little expense would be entailed by the establishment of the hospital. It might be in charge of a lady superintendent, and two or three trained nurses. But commonplace people will not do. Women with force of character are required, and in addition to the performance of their duties in the hospital, if the right women can be secured, another great object would be advanced. Our women are volunteering their services as missionaries abroad, and we hear of them in India, in China and in Japan, but at their very doors, in our own country, among a people for whom we have made ourselves responsible, there is a necessity and a demand for their services. Women of the stamp indicated are sadly needed in the district of Keewatin. Good women, who will raise the native Indian women to some conception of the dignity and purity of womanhood, and who will teach them something of the nobility of woman's mission in the world. These are the women who are wanted there. It will take time, no doubt, but by reaching the Indian women in their homes, and teaching them these things, the moral standard of the district will be raised more effectively than in any other way.

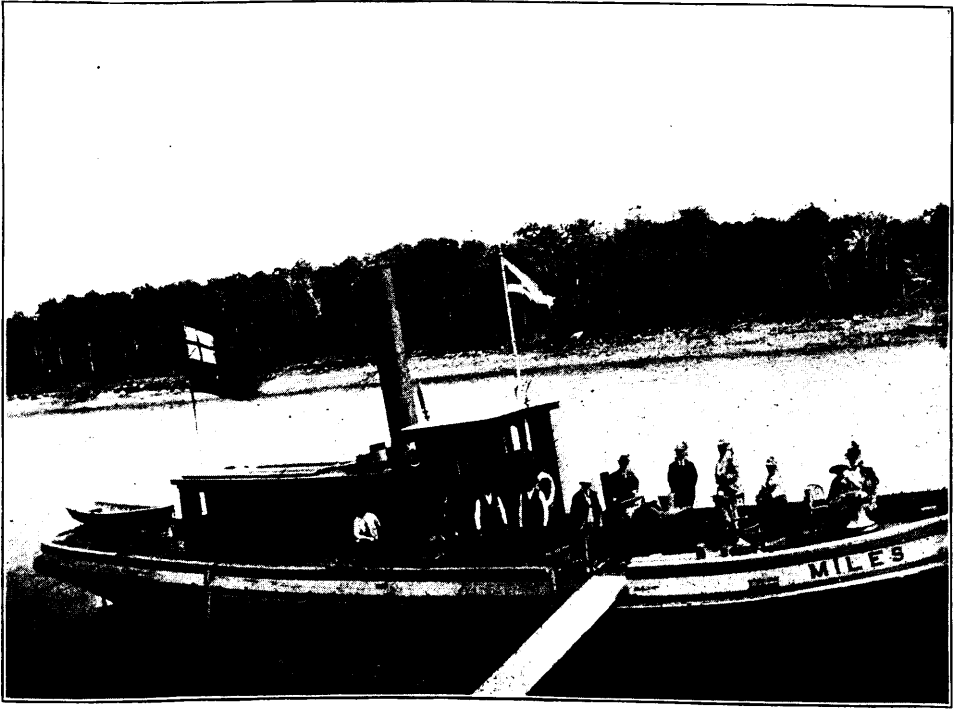
Accompanying this report is a book of photographs taken by Mr. Reginald Brown, a clerk in my office, illustrative of the scenery through which we passed and of some of the incidents of our trip. My thanks are due to Mr. Commissioner Chipman for the great courtesies he extended to me on behalf of the company throughout my trip, and for the manner in which he facilitated my movements and my inquiries. Also to Dr. Milne, of York Factory, and Mr. J. K. Macdonald, J.P., of Norway House, for their reports and the valuable information contained therein, and further to Mr. J. K. Macdonald, J.P., and Mr. Chute, both of Norway House, and to Mr. Matheson of Oxford House, for their unvarying kindness and hospitality, and for the manner in which they helped to lighten the disagreeable features of a somewhat arduous trip.

I have the honour to be, Sir,

Your very obedient servant,

J. C. PATTERSON,

Lieutenant-Governor of Keewatin.



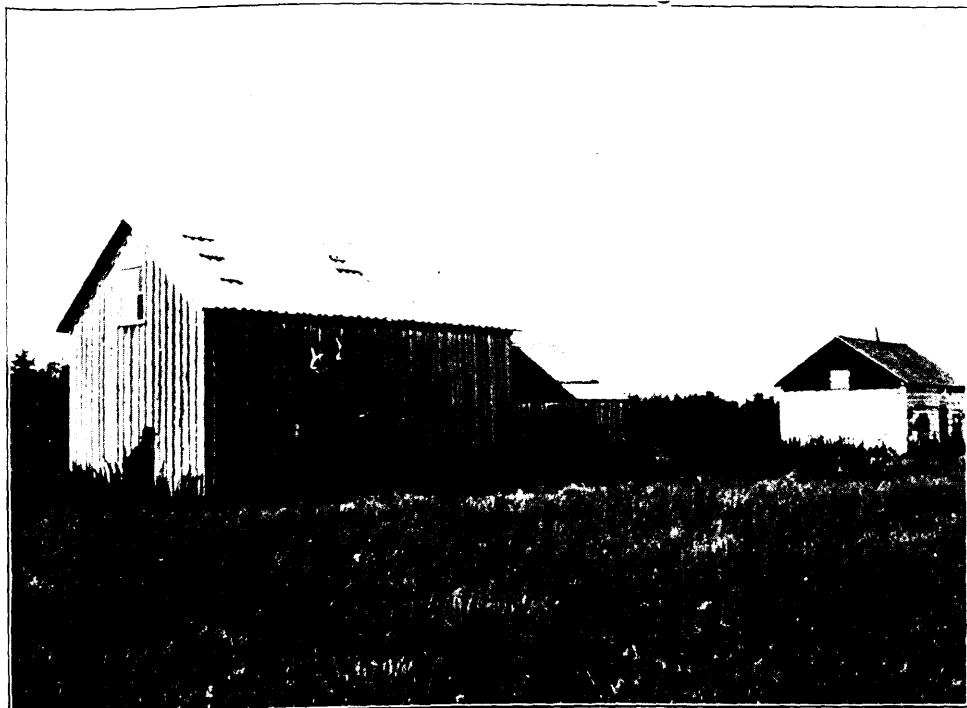
LEAVING FOR HUDSON BAY, DISTRICT OF KEEWATIN.



ISLAND IN LAKE WINNIPEG, DISTRICT OF KEEWATIN.



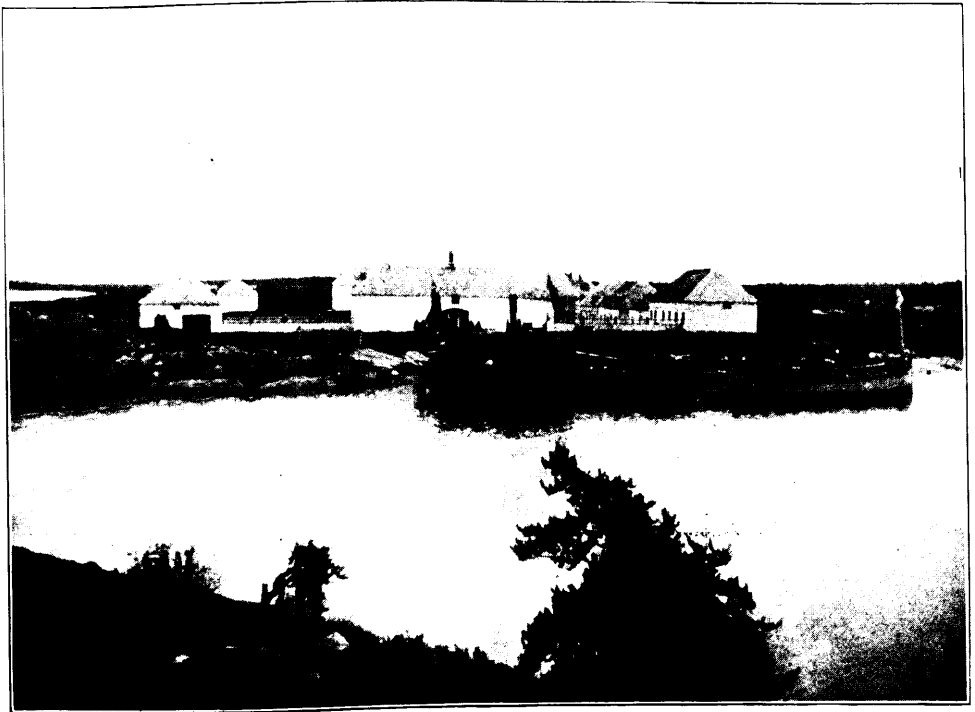
ISLAND IN LAKE WINNIPEG, DISTRICT OF KEEWATIN.



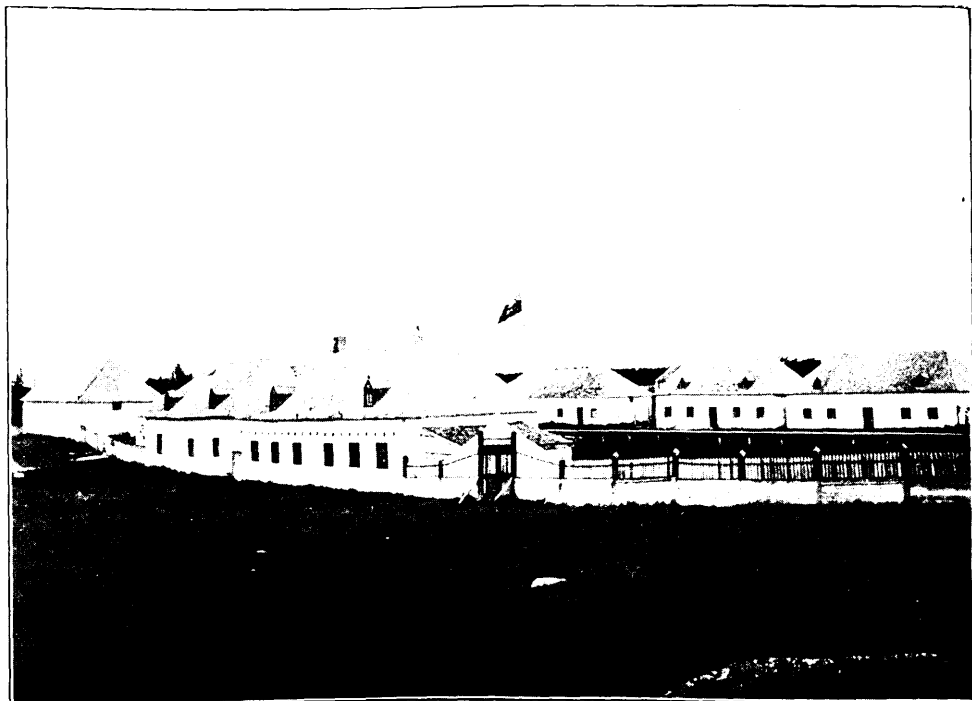
DOGHEAD POST, DISTRICT OF KEEWATIN.



SCENE AT NORWAY HOUSE, DISTRICT OF KEEWATIN.



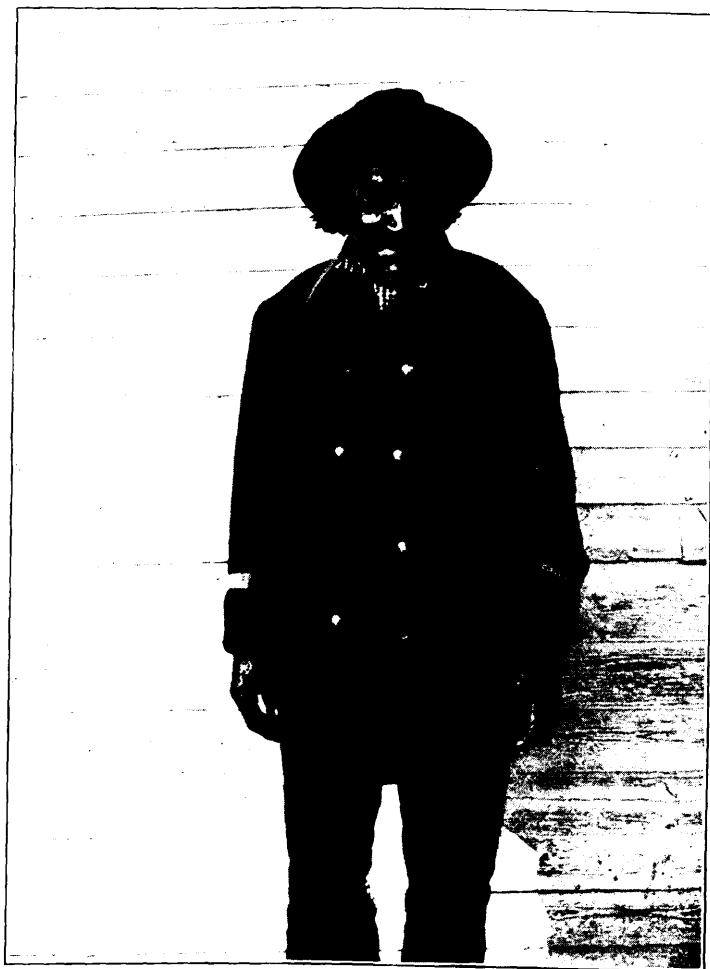
STEAMER "RED RIVER," AT NORWAY HOUSE POST, DISTRICT OF KEEWATIN.



NORWAY HOUSE, H. B. POST, DISTRICT OF KEEWATIN.



INDIAN FAMILY ON THE NELSON RIVER, DISTRICT OF KEEWATIN



THOMAS MUSTAGON, CHIEF OF THE CREES, NORWAY HOUSE, DISTRICT
OF KEEWATIN.



SCENERY ON THE NELSON RIVER, DISTRICT OF KEEWATIN.



SCENE ON THE JACK RIVER, DISTRICT OF KEEWATIN.



HECTOR MORRISON'S HOME, NORWAY HOUSE, DISTRICT OF KEEWATIN.



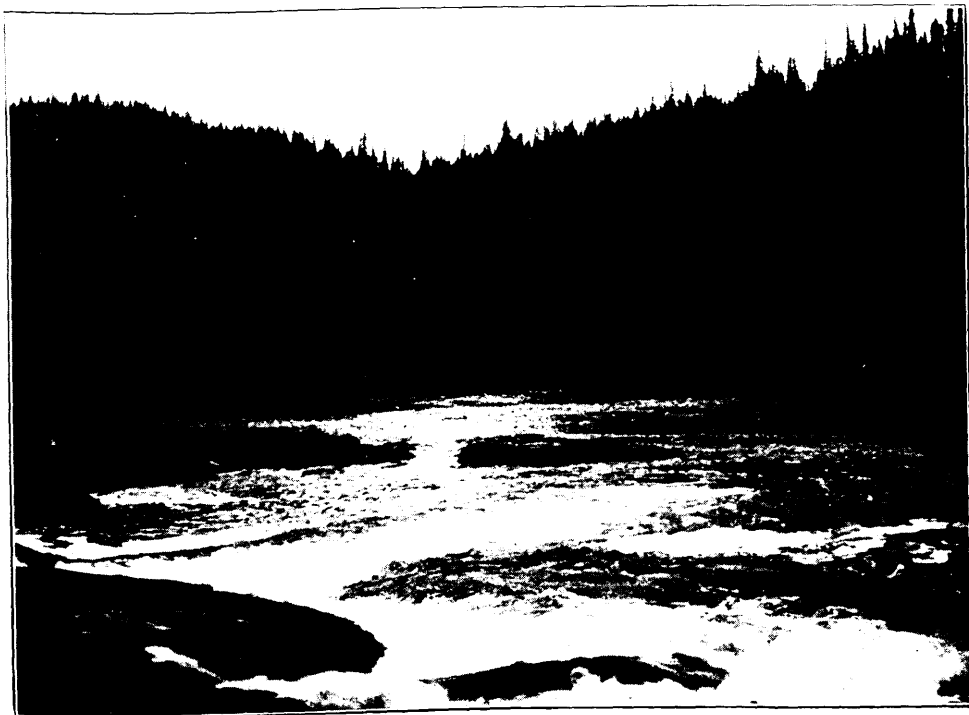
SEA FALLS, DISTRICT OF KEEWATIN.



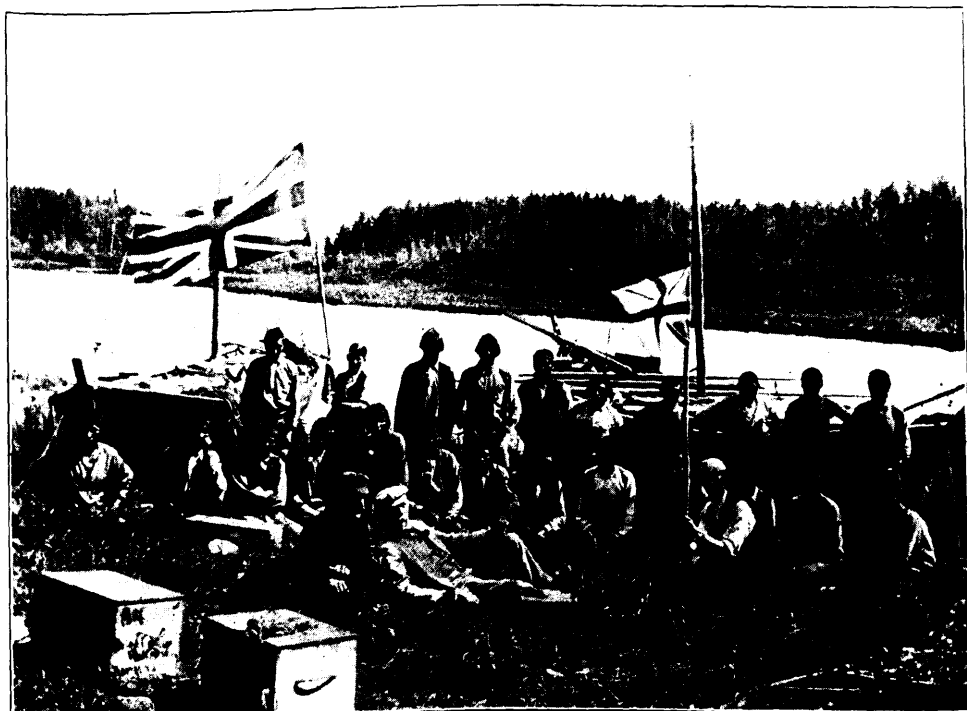
PORTAGING AT THE PAINTED STONE, DISTRICT OF KEEWATIN.



ROBINSON FALLS, DISTRICT OF KEEWATIN.



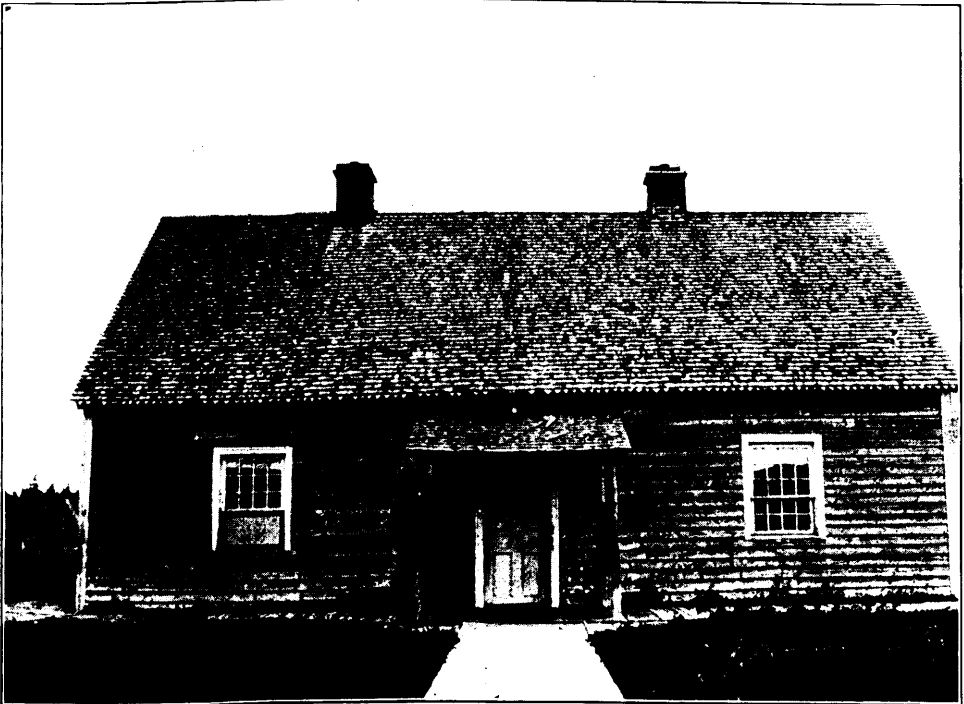
SCENERY ON THE FRANKLIN RIVER, DISTRICT OF KEEWATIN.



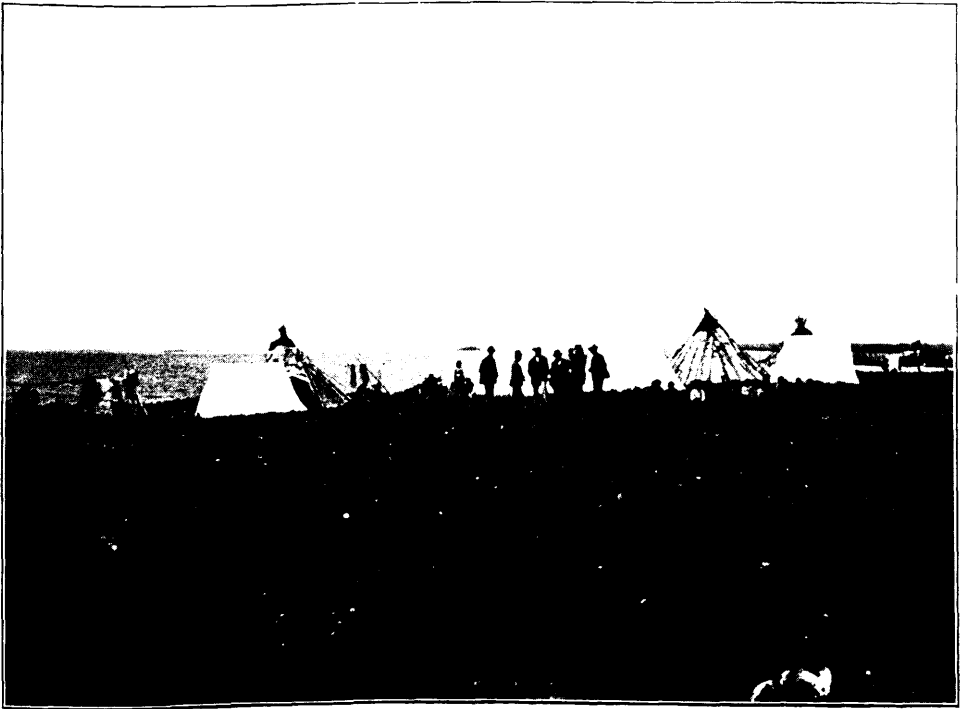
PREPARING FOR PORTAGE, DISTRICT OF KEEWATIN.



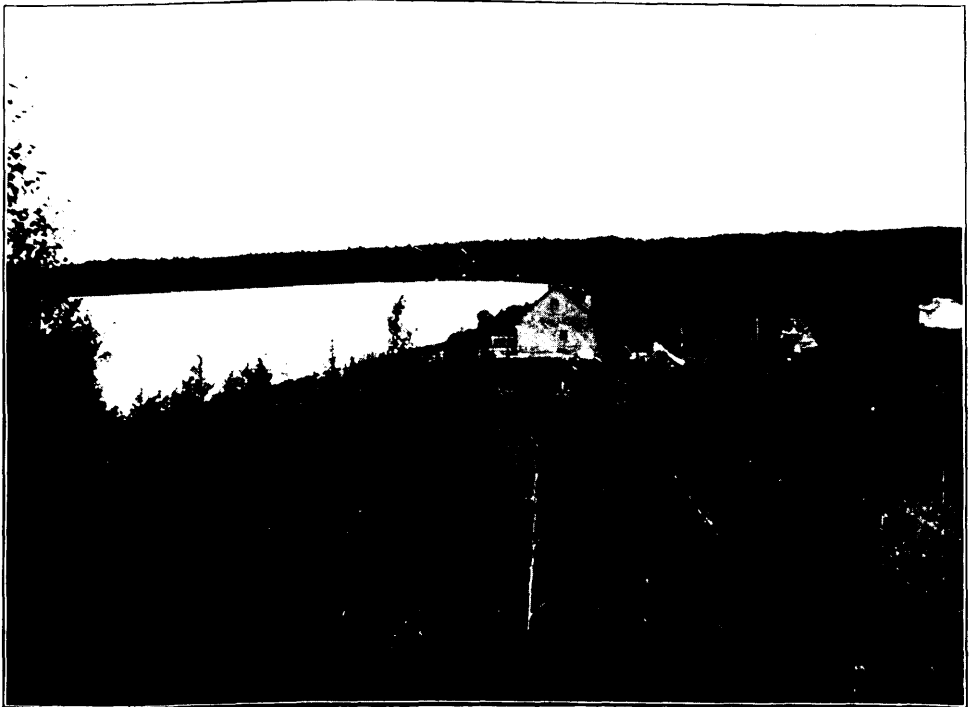
OXFORD HOUSE POST, DISTRICT OF KEEWATIN.



OFFICERS' QUARTERS, OXFORD HOUSE, DISTRICT OF KEEWATIN.



INDIAN VILLAGE, DISTRICT OF KEEWATIN.



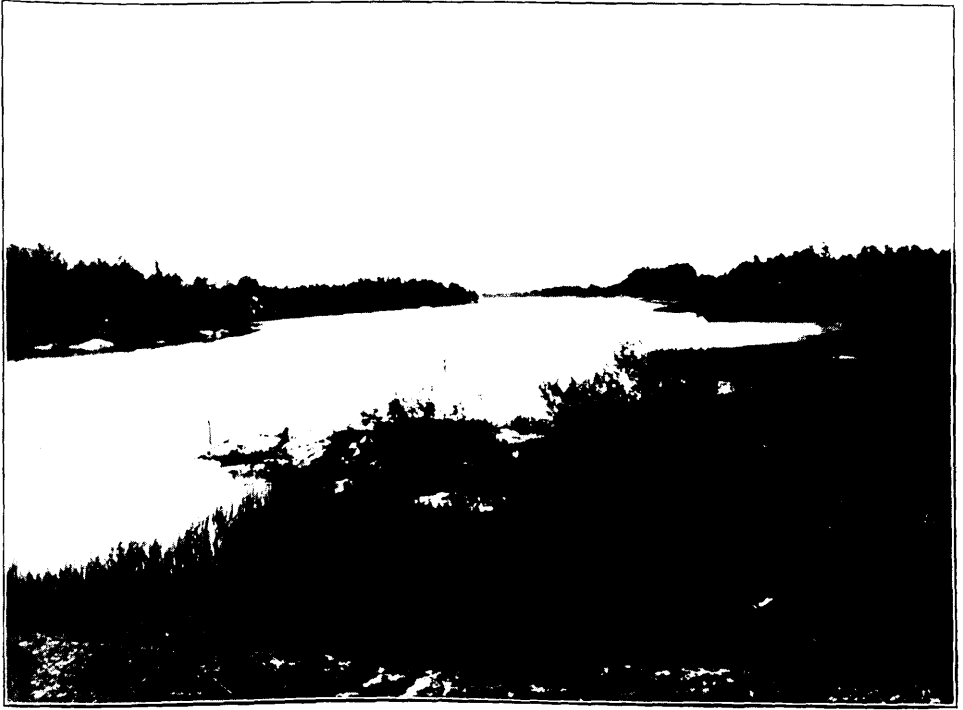
FARMING IN LATITUDE 55, DISTRICT OF KEEWATIN.



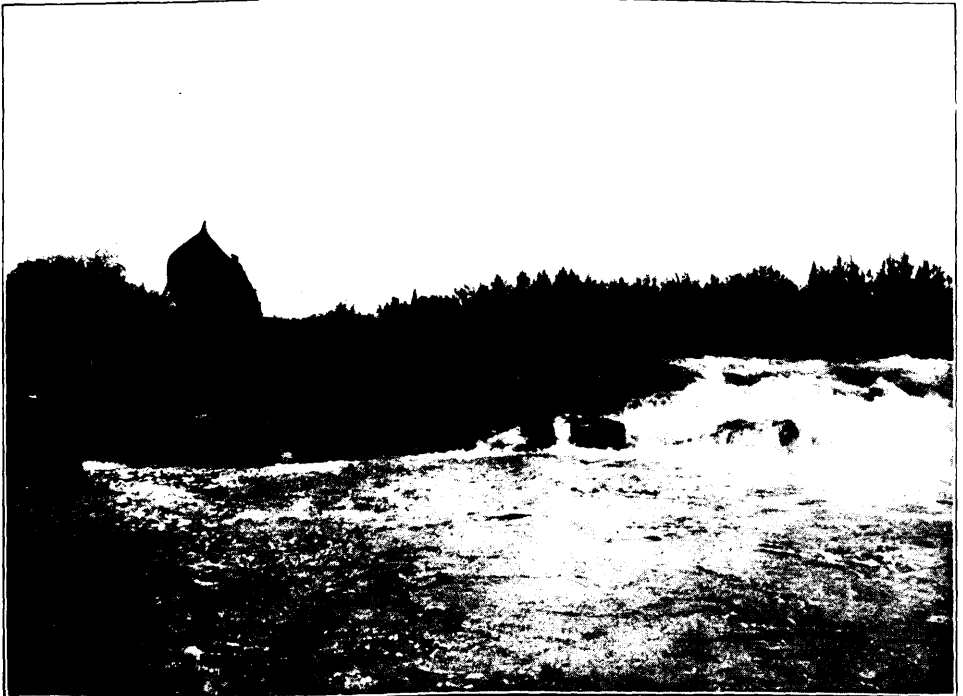
PORTAGING SCENE, FRANKLIN RIVER, DISTRICT OF KEEWATIN.



INDIAN GRAVE, DISTRICT OF KEEWATIN.



SCENERY ON THE TROUT RIVER, DISTRICT OF KEEWATIN.



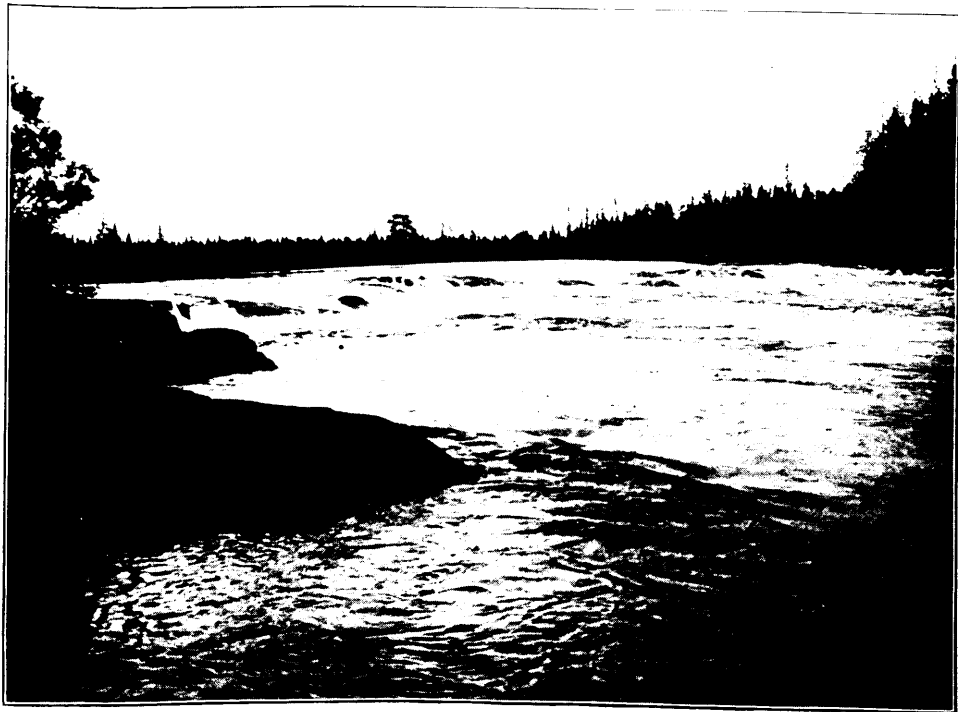
REPAIRING A BOAT AT TROUT FALLS, DISTRICT OF KEEWATIN.



TROUT FALLS, DISTRICT OF KEEWATIN.



A GROUP AT OXFORD HOUSE, DISTRICT OF KEEWATIN.



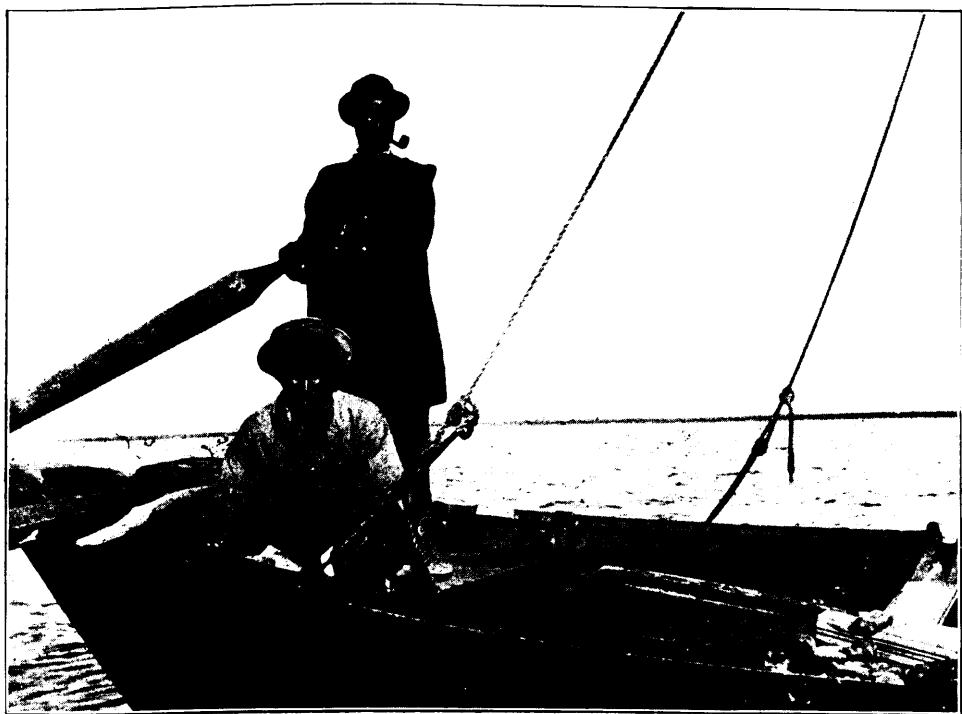
“SOUNDING” RAPIDS ON THE HILL RIVER, DISTRICT OF KEEWATIN.



PORTAGING ON THE HILL RIVER, DISTRICT OF KEEWATIN.



SCENE ON THE HILL RIVER, DISTRICT OF KEEWATIN.



INDIAN GUIDES ON THE HILL RIVER, DISTRICT OF KEEWATIN.



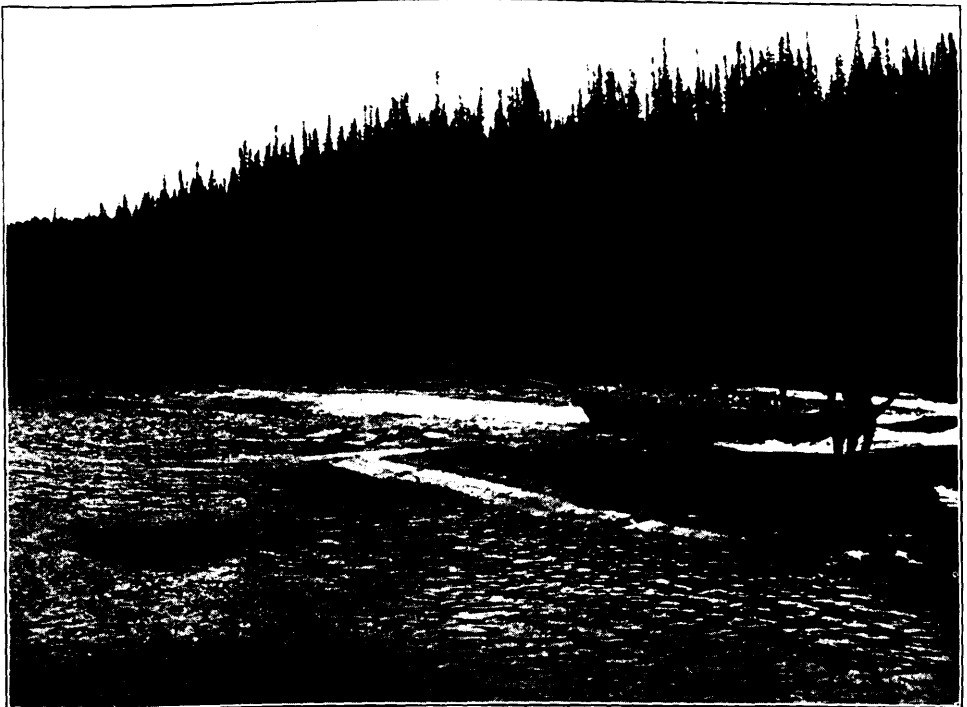
BRIDGE RAPIDS, HILL RIVER, DISTRICT OF KEEWATIN.



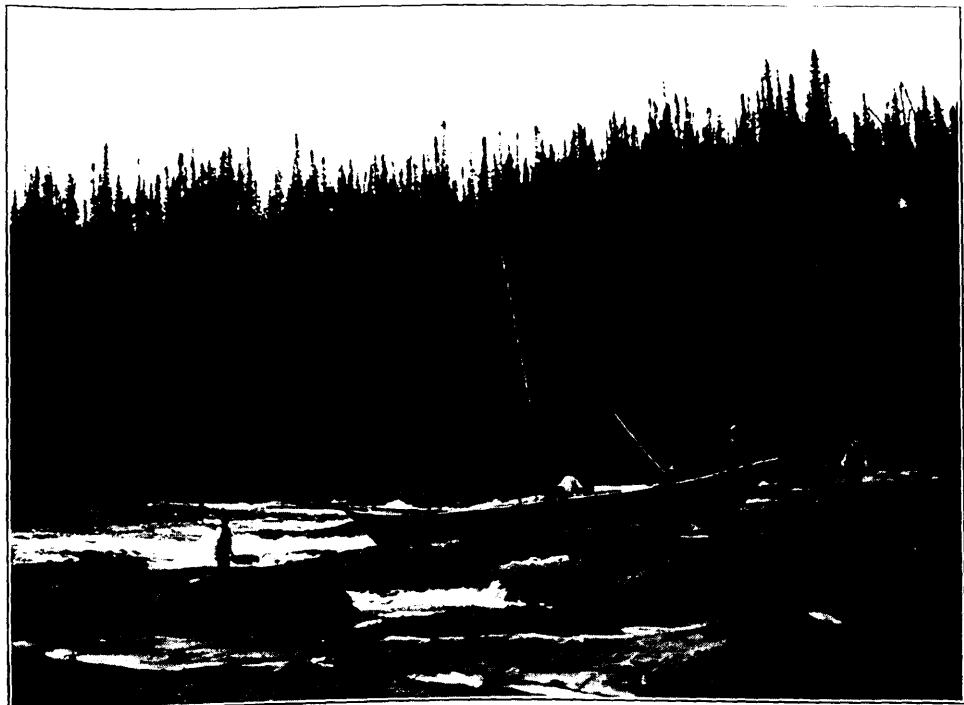
SCENERY IN THE HILL RIVER ARCHIPELAGO, DISTRICT OF KEEWATIN.
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SCENE ON THE HILL RIVER, DISTRICT OF KEEWATIN.



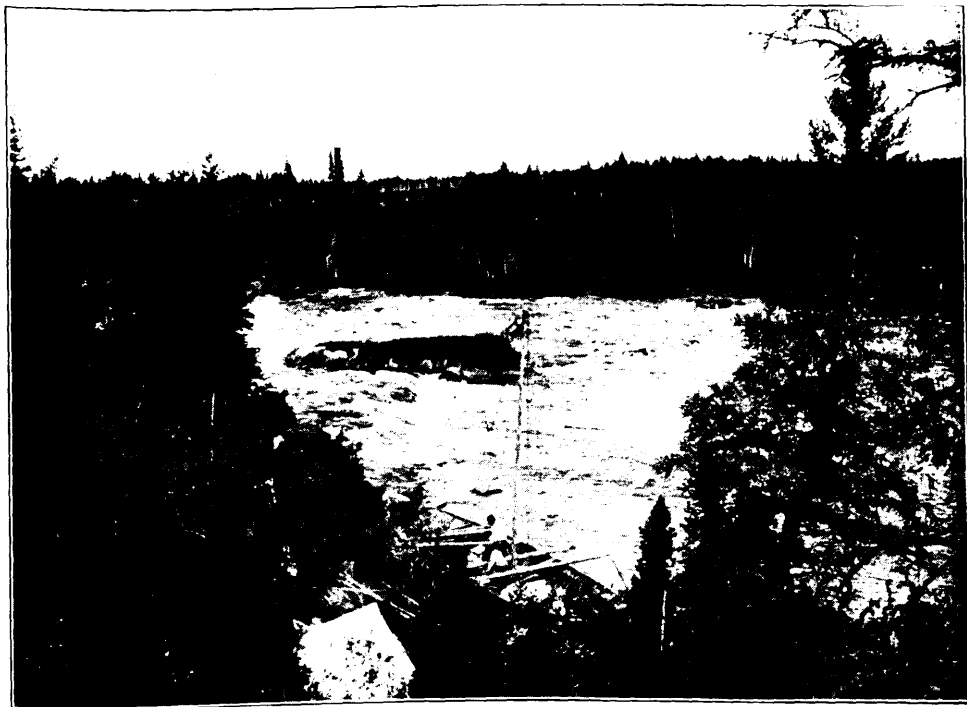
RUNNING THE RAPIDS ON THE HILL RIVER, DISTRICT OF KEEWATIN.



RUNNING THE RAPIDS ON THE HILL RIVER, DISTRICT OF KEEWATIN.



RUNNING THE RAPIDS ON THE HILL RIVER, DISTRICT OF KEEWATIN.



SCENERY ON THE STEEL RIVER, DISTRICT OF KEEWATIN.



SCENERY ON THE STEEL RIVER, DISTRICT OF KEEWATIN.



SCENERY ON THE HAYES RIVER, DISTRICT OF KEEWATIN.



YORK FACTORY POST, DISTRICT OF KEEWATIN.



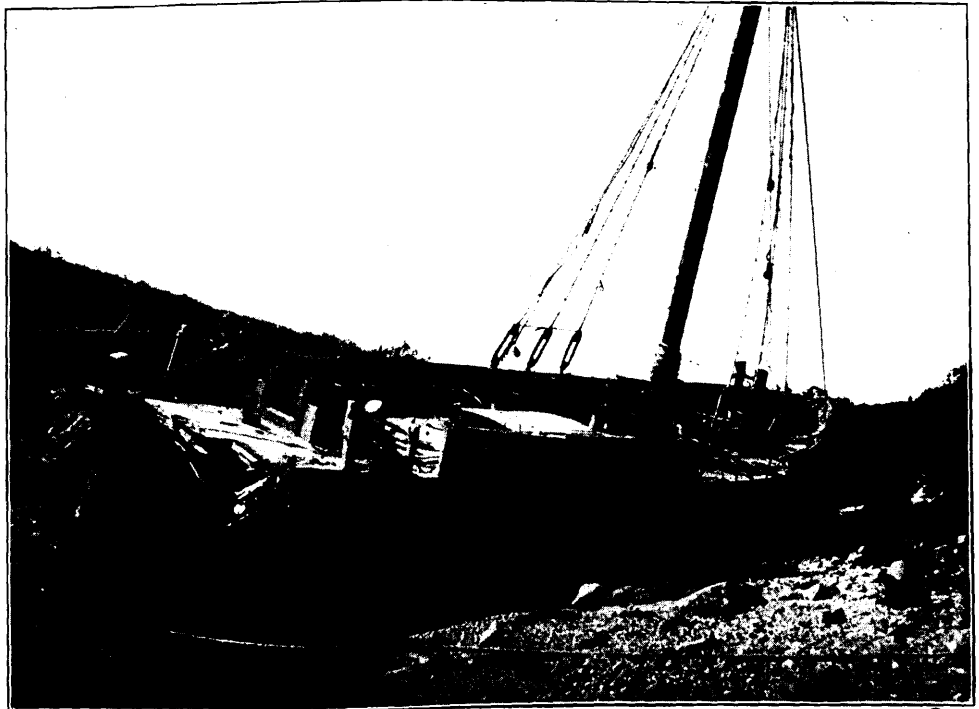
YORK FACTORY POST, DISTRICT OF KEEWATIN.



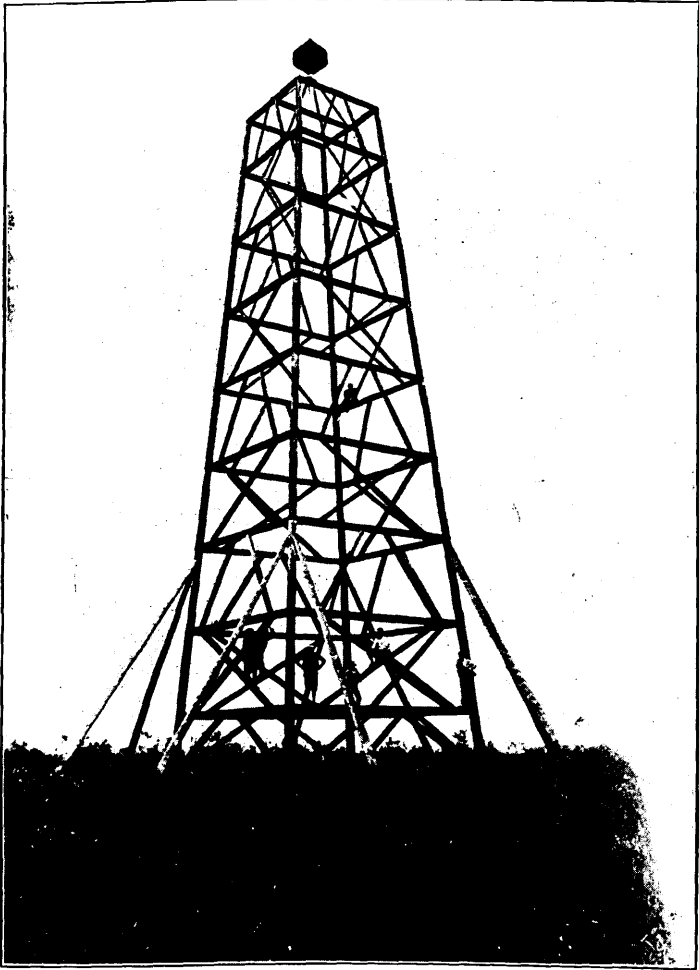
OFFICERS' QUARTERS, YORK FACTORY POST, DISTRICT OF KEEWATIN.



THE "FACTORY" AT YORK FORT, DISTRICT OF KEEWATIN.



SCENE AT YORK FACTORY, DISTRICT OF KEEWATIN.



BEACON LIGHT AT MOUTH OF NELSON RIVER, DISTRICT OF KEEWATIN.

Department of the Interior.

SUMMARY.

FROM DIARY OF LIEUTENANT-GOVERNOR PATTERSON'S TRIP FROM WINNIPEG TO YORK FACTORY
ON HUDSON'S BAY DURING THE SUMMER OF 1897.

July 14th, 1897.—Our party left Winnipeg to-day, going down to Lower Fort Garry, sometimes known as the Stone Fort, a place of much historic interest, where we were the guests of Mr. Commissioner Chipman, of the Honourable Hudson's Bay Company's service.

July 15th. Through the courtesy of Captain William Robinson, the steamer "Miles" was placed at the disposal of our party for a run on the Red River, and later in the evening the steamer took us down to Selkirk, where we boarded the steamer "Red River," bound for Norway House.

July 16th. Steamer "Red River" is chartered by the Honourable the Hudson's Bay Company to take supplies and provisions up to Norway House, for distribution among the company's various posts throughout the district of Keewatin. She was not built for passenger accommodation, so that the conveniences are meagre, and the boat itself is not over safe.

July 17th. Owing to the heavy wind, the steamer put into shelter in the lee of George's Island, where we remained all day. Lake Winnipeg, which is a little over 300 miles long, is a somewhat shallow and tempestuous lake, and as it has never been surveyed and is not lighted, travel upon it is not without hazard. Some Indians visited us to-day, bringing us whitefish and sturgeon. They handled their canoes in a masterly fashion, and did not seem to mind the storm a whit.

July 18th. We are still in shelter, owing to the continued storm, but the day passed very pleasantly. We had the pleasure of having as a fellow-passenger the Rev. John Macdougall, whose interesting stories of experiences in the "good old days" made the time pass swiftly. Some Indians from Keewatin were on board. We particularly noticed a father and son; the old man had been down to leave his wife at the lunatic asylum at Selkirk. He seemed a fine, strong character. The boy had been at the Indian Industrial School at Brandon, and he sang some beautiful hymns for us in the Cree tongue.

July 19th. Steamer left George's Island this morning, and entered the Big Lake. A north-east wind was blowing, and the steamer pitched and tossed like a cork. Shortly after noon we entered the Nelson River, anchoring at Warren's Landing. In the immediate vicinity of the landing stood old Norway House, that is, the Norway House known to Sir John Franklin and the navigators of his day. It was burned down a few years after being visited by Sir John, and was never rebuilt, the site being changed to a point about twenty-three miles down the river where stands the present fort. Our party went on shore at the landing, and had some good sport, shooting a number of snipe and plover, and some of them also gathered a large quantity of wild strawberries.

July 20th. Left the landing early this morning in comparatively calm water, and entered Playgreen Lake, which is a pretty, dark green inland sea, studded with islands and islets varying in size from tiny granite boulders just showing above the water to immense island forests, covered with pine, spruce, birch and tamarack trees. A heavy north wind arose, accompanied by rain, causing Captain Marshall to cast anchor, as he told us that the course to Norway House is too dangerous to be run in a heavy sea.

July 21st and 22nd. Weather was still unfavourable, and the steamer continued to remain at anchor in Playgreen Lake during these days. Provisions running short, some of the sailors went to a neighbouring island, where there was an Indian camp, and secured a supply of whitefish. Playgreen Lake is very shallow, and is full of dangerous rocks and reefs, just under water, which can only be avoided by an experienced pilot.

July 23rd. We started this morning for Norway House, proceeding cautiously between the numerous rocks which everywhere obstruct the steamer's passage. Soundings range from 6 feet to "no bottom." Wind is asleep and the strong sunshine enables the pilot to thread his dangerous way with safety. We passed hundreds of islands, and reached Norway House about 9 a.m.

They ran up the Union Jack at our approach, and we were met and made welcome on the wharf by Mr. Chute, the officer in charge of the post in the absence of the chief trader, Mr. J. K. Macdonald. This famous company's post is picturesquely situated just at the head of Little Playgreen Lake, and the buildings form a parallelogram, in the centre of which is a green sward about 500 feet long and nearly 300 wide. There are stores for the local trading, chief factor's residence, officers' quarters, and bachelors' hall, and numerous other storehouses for goods and housing of furs. There are also repairing shops for boats and blacksmith shops. There are two fine wharves, and in the little harbour, formed between them and some bold jutting rocks, a number of York boats lay at anchor. We were fortunate enough to secure one of them, a large, strong boat, built this year.

There is a large, old-fashioned garden at Norway House, in which are raised all the vegetables which ripen in Ontario. The walks are bordered by rows of black and red currant and gooseberry bushes, and some pretty pansies and a large number of sunflowers were growing around the antique sun-dial, which popular rumour asserts to have been given to the post by Sir John Franklin. We were sorry to have to deprive the company's officers of this pleasing illusion, as the Norway House, visited by Sir John, was down at Warren's Landing, and the latitude and longitude on the dial are not the latitude and longitude given by Sir John in his journal, the latter being latitude and longitude of old Norway House.

July 24th. The Lieutenant-Governor was waited upon this morning by Thomas Mustegon, alias Bellefore, the chief of the Swampy Crees of Norway House Reserve. He is a gentleman of uncertain age. None of the Indians seem to know their ages, but from his appearance we would take him to be between 70 and 80 years old. He has been a voyageur and guide all his life, and has had a career full of adventure and romance. Though old, he still retains his intellectual faculties, and has a wonderfully retentive memory. When a young man, he went twice on polar expeditions with the late Dr. Rae. On one of these expeditions he was absent two years. The trip was made in three large "north" canoes, and the party pushed on to what the old chief calls "just near the Pole." He says that originally Dr. Rae brought boats from England for the journey, but they were entirely unsuited for the purpose, being too light for running numerous rapids. At Whitefish River, where the great explorer's ships were wrecked, Dr. Rae discovered traces of Franklin, in the shape of knives, forks, spoons, coat buttons, etc., as well as a watch, though the latter had been broken by the Esquimaux from whom it was obtained. This is the chief's story. On one occasion the instruments became deranged, owing to some electrical or magnetic disturbance, and there was a discussion as to the route to be taken. Dr. Rae insisted that one road was correct, and Thomas, with his Indian instincts, insisted that the doctor was wrong. The argument waxed hot, but it was finally decided to follow the Indian's advice, which in the event proved to be correct. When he was safe, and the Doctor had cooled down, the old man said that the Doctor told him, "I am very sorry I was angry, Thomas, and will not forget you when pay-day comes," and neither did he.

The old chief is brimful of interesting stories of his early experiences, and delighted us all this morning with his stories of the northern wilds. Having diplomatically ingratiated himself, he announced that he appeared on behalf of his people and wanted to have a pow-wow with the "Keechi-ogimaw" (great white chief). Accordingly a pow-wow was arranged for with the Indians. It was held in the old council house of the company. Chief Thomas and Magnus Budd, his councillor, were accompanied by about 100 other Indians, some of whom were non-treaty Indians, and had moved up into the Norway House district, several of them having come from York Factory, and as far south as Trout Lake.

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The chief made an able and diplomatic speech. The Cree language lends itself to oratory, and the vigorous declamation of old Thomas was almost Homeric in its volume. The Rev. John Macdougall, who is familiar with Norway House and the people, having lived there as a child when his father was missionary at Rossville, kindly acted as interpreter.

Magnus Budd, the councillor, also made an address. The Lieutenant-Governor in reply, explained to them that the Canadian Government had a Department of Indian Affairs at Ottawa, which took charge of their special interests, and that he was Governor of the district, irrespective of race, and that his duties were confined to the prevention of crime and its suppression and punishment, but that their representations would be laid before the Honourable the Superintendent General of Indian Affairs.

The Governor told them all about the Diamond Jubilee, of their great White Mother, and ended by giving them a feast, which, instead of taking all by themselves, they divided up, enjoying it with their wives and children at home. The feast was a very modest one in its composition, consisting of flour, bacon, tea, sugar and tobacco.

July 24th. The steamer "Red River" started back this morning for Selkirk. The Lieutenant-Governor went over to Rossville in a canoe, and called on the Rev. John Nelson, the missionary in charge. They visited the mission school, at which forty-five Indian scholars were in attendance. The children sang the national anthem, and one or two other airs. The Governor's Secretary presented them with some candies, which seemed to be much appreciated by the little folk. There is a new teacher in charge here who, it is to be hoped, will in time be able to show some fruit for her labours. Her predecessor neglected his duties shamefully, and lost the respect and confidence of both parents and pupils. The Indians are shrewd in estimating character. A man who cannot secure their respect, has no influence over them. We noticed a fine field of wheat at the mission, and vegetables of all kinds were growing in Rev. Mr. Nelson's garden.

July 26th. All arrangements for a start having been made, and a crew secured, we left Norway House for the bay this afternoon. We stopped for a short time at Rossville mission, where the Governor and his party called at the Rev. Mr. Nelson's house to pay their respects to Mrs. Nelson. Starting again at four o'clock in the afternoon, with a fair wind, we sailed down the Sea River (as this branch of the Nelson is called) until half-past eight, when we camped on a couple of barren granite rocks on the left side of the stream. There was no place to put up the tents, and worst of all the rain came down and the mosquitoes were very bad, but these circumstances did not affect our Indians' appreciation of their supper.

July 27th. Broke camp at four a.m. Favourable wind. Ran the Sea Falls Rapids. It was here that the late Chief Factor Boulanger and Mr. Stanley Simpson were drowned. Thomas Mooneas, our guide and steersman, told us the story of the accident. It was he who found the bodies of the unfortunate gentlemen. Shortly after noon we entered the Etchemamis River (running both ways.) It is a narrow stream, in some parts there being barely room for the boat to pass through. The surrounding country is a mere swamp. Water lilies and reeds of all kinds fill up the river's course. At times the stream is so crooked that the sail is useless, and the crew have to have recourse to poling. Our men proved themselves to be adepts in the handling of their long sweeps, and displayed great powers of endurance. After running several small rapids, we camped at eight o'clock p.m., the crew having had sixteen hours of work, with the exception of an hour for a meal.

July 28th. Started a little after four a.m., and after some hours of rowing and poling through a narrow stream, reached the "Height of Land" portage. This is a narrow strip of rock, not twenty yards wide, separating two bodies of water, which, after traversing the country for hundreds of miles, one in a north-easterly and the other in a south-easterly direction, mingle their waters through the Nelson River from the north and the Hayes River from the south in the waters of Hudson's Bay. Here in olden times was the famous painted stone, upon which strange hieroglyphics were traced, supposed to be the work of some supernatural agency, and here, year by year, the pagan Indians formerly brought offerings. Portaging was soon completed. After a short

time we met a canoe, in which was Mr. Charles Isbester, the officer in charge of the Hudson's Bay Company's Post at God's Lake. We had a conversation with him respecting the Indians in the neighbourhood of his Post. The general health is good, and there is no destitution at present. About two hours later we met the two York boats from Mr. Isbester's Post, laden with furs. Upon promising them certain provisions of which they stood in need, the two crews turned back and helped our boat over the long Robinson Portage. By reason of this assistance we saved half a day in time. The Robinson Portage is nearly a mile long, and in some places swampy and slippery. We bade the God's Lake men good-bye, and started, with a fair wind, our course running through a sluggish stream. The country here is marshy on every side, and duck and wild geese abound.

July 29th. Started this morning at 4.30, and passed through "Dried Apple" Rapids at five o'clock. Here the whole party had to get off and walk the length of the portage while the boat ran the rapids. Immediately afterwards we ran two smaller rapids, and just before nine o'clock we ran "Hell's Gates" Rapids, which is a splendid turbulent sheet of foaming water, nearly 300 yards in length. The river here runs through high granite cliffs for miles, and presents an appearance of great boldness and grandeur. At noon we reached Windy Lake, which we crossed at a good rate, owing to favourable wind. In the afternoon we again entered the river, which is here really a succession of small, marshy lakes, joined by swift, dangerous brooks. In the space of an hour we ran "Black Wolf," "Barking Crow" and "White Duck" Rapids. The latter is a most picturesque fall, with a drop of over five feet, which our boat took with swift and safety. Late in the afternoon we entered Oxford Lake, and at 9 o'clock p.m. reached Oxford House, where we were met by Mr. Matheson, the officer in charge. We decided next morning to push on to York Factory, and make our stay at Oxford on the return trip. Immediately after an early dinner we started, and after traversing the eastern portion of Oxford Lake, entered Trout River, where we camped for the night. On the opposite shore there was a camp of Indian women and children, being the families of the crews of Mr. Isbester's York boats. They paddled over and joined our crew at supper, and later on took part in the singing and prayers with which our crew invariably close the day. The Indian women have sweet voices, and it seemed a touching thing to hear our familiar hymns rendered in the Cree language by these native men and women to the music of the neighbouring rapids.

July 31st. Since leaving Norway House it has been our habit to start at four o'clock in the morning and travel until seven at night, with intervals of rest for breakfast and dinner. This morning the fog delayed us until after six o'clock. We passed some small rapids, and reached the portage known as "Knife Rapids," where we had to disembark our cargo. The Indians are very quick and alert in loading and discharging cargo. They carry the packages in straps on their backs with the strap around their forehead, and traverse the portages at a run. They are the finest boatmen and voyageurs we have ever seen, and seem specially adapted for work of that character. Although bold to face danger when it is unavoidable, they are extremely cautious, and never take any unnecessary risks, and are very careful of the safety of those entrusted to their charge. In running the Knife Rapids the boat struck a sharp rock, which drove a hole in her side, and tore away her stem-plate, also injuring the steersman's sweep ring. Solomon, one of the crew, is sent back on foot to Oxford House for a new stem-plate. He had to walk to the Indian camp and get them to take him to Oxford House and bring him back to us at the foot of Knife Rapids. He made the journey in a surprisingly short space of time, and was paddled back in a canoe by two of the Indian women belonging to the God's Lake camp, who had enjoyed our hospitality on the previous evening. The repairs were soon made, and we shortly afterwards arrived at Trout Falls. Portaging around the Falls (of which a very good photograph was taken by Mr. Brown), we wound down the Trout River and entered Knee Lake in the afternoon. We passed a small rocky islet; abounding in magnetic iron ore, which had a very curious effect on our compasses. We pushed across the lake in the teeth of a high north-east wind and a cutting rain. It was quite late when we reached a suitable camping ground on Pine Island. It is wonderful the way in which the Indians have adapted themselves to

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nature. While white men are thinking about landing, they are on shore, a cheerful fire is lit as if by magic, the tents are set, the kettle is boiling, and the whole aspect of the party is changed from gloom to brightness.

August 2nd. Leaving Pine Island, we started across the remaining portion of Knee Lake, and entered Jack River, otherwise known as "Rivière aux Brochets." After breakfast we continued our journey with the oars, passing "Sounding Rapids," where a portage is made. Another dangerous rapid is run "full cargo," and half an hour afterwards we came to "Leave the Cargo" Rapids, where another portage is made. Here our York boat stuck on a shoal, and was got off with much difficulty, the crew having to get into the water and lift her off. During the afternoon, after running several small rapids, we came to Bridge Portage. The rapids here were run safely, and shortly afterwards we entered Lac de la Savanne. We experienced some difficulty about the naming of the several rapids and portages, as the names given by the Indians, in the majority of instances, differ from those given by the Hudson's Bay officials. Two hours later we entered the Hill River, where we camped for the night, after a long and fatiguing day's travel. Tommy Hall, our bowman, met with an accident to-day, cutting his leg badly. Fortunately one of our party has had some experience as an hospital dresser, and he attended to the wounded man's injury. Tommy did not show the slightest symptom of feeling pain, although he must have suffered a good deal. These Indians, forming our crew, are a gay, light-hearted lot of men, full of fun and continually cracking jokes at each other's expense. They are stoical only in bearing pain, which they are trained to endure with fortitude.

August 3rd. Tommy is on deck again to-day, and after having his wound dressed is as hard at work as the best of them. What a shame it was to take away from these Crees their beautiful, high-sounding, rhetorical Indian names, resonant as one of their own rapids, and give in exchange common place, Anglo-Saxon names, which to them have no meaning. Fancy a fine-looking specimen of a Cree, with his long black hair floating in the wind, a red silk handkerchief tied around his head in lieu of a hat, in his blue flannel shirt and showy sash (for they are much given to display and love gaudy raiment), a typical specimen of his race, but sailing under the appellation of Tommy Hall or Albert Bradburn or Jimmy Swanson or Joseph Lockhart, for these are the names under which some of our crew appeared to be masquerading. The Missionaries have much to answer for in depriving these people of names which were traditional in their tribe, and furnishing in lieu thereof names which must seem ridiculous to themselves and their fellows.

We started down the Hill River, running the rapids at Devil's Portage in safety, but having to unship everything at Island Portage. Here the stream is very swift and shallow. About eleven o'clock in the forenoon we ran what is known as Lookout Rapids, from whence we caught our first glimpse of the big hill from which this river derives its name. We ran two more rapids "full cargo," and then another portage; in fact, our whole day to-day has been a series of rapids, and we have come through some dangerous places fortunately without accident.

August 4th. Broke camp at four o'clock. Taking advantage of a favourable wind, a mast was cut and put up. After a couple of hours, we entered the first of a series of three long and tedious rapids, and our crew have recourse again to the poles instead of oars. Half the time the crew had to be in the water, lifting the boat off shoals, but we got through happily without damage. In the afternoon we ran First Falls, where there is a drop of four feet. The Hill River now has high clay banks, which is a new experience for us on our trip. In the afternoon we ran Dancing Rapids. About six p.m. it commenced to rain, with a raw, damp, north-easterly wind, and we were glad to find a camping place.

August 5th. We made an early start, notwithstanding that it was a cold and foggy morning. In a short time our boat entered the "Steel River," which is formed by a junction of the waters of the Fox and Hill Rivers. Late in the afternoon we enter the Hayes River, which is formed by a junction of the Shamattawa River and the Steel

River. A fair wind carried us along, and we made preparations for drifting down the river during the night.

August 6th. The steersman stopped our boat at one a.m. because of dangerous rocks, which at low water can only be passed in daylight. However, at four o'clock we were again under way and stopped for breakfast opposite "18-Mile Island." At ten o'clock we pass "Drunken Creek," and at 11 a.m. arrived at York Factory, where we were met by the officer in charge, Mr. George McAlpin. Only three days before Chief Trader Milne left for Fort Churchill on the shore boat to meet the company's steamer. This was a disappointment, as we had hoped to accompany him to Churchill and return with him by the Bay route. The climatic influence of Hudson's Bay was felt here very keenly by our party, the air being raw, cold and damp, notwithstanding that it was only the beginning of August. York Factory lends itself to melancholy. It is, indeed, a deserted village. Time was, and not so long ago, when it was a very hive of industry, frequented by all the Indians of the district, and giving employment to hundreds of men. It was from here that all the supplies for all the company's forts in North America were shipped. Fort Garry was then a mere subsidiary local post. The revolution in freight transport, consequent upon the construction of the Canadian Pacific Railway, has been fatal to York Factory. It has nothing left to plume itself upon now save its former greatness, and its traditions.

August 9th. This afternoon our party sailed out into the bay, guided by William Massan, one of the few surviving pure-blooded Coast Cree Indians. Massan is an old man now, but both he and his father were famous guides in days gone by. We went out past the beacon, and around to the mouth of the Nelson River. After having seen the Bay, we returned by "tracking" to the Fort. Went over the library this evening, and read La Perouse's account of his taking Fort Churchill and York Factory, 114 years ago. During our stay here the Indians have had a royal time. The Indians of the district, assisted by our crew, have had a dance every night in one of the buildings of the Fort, which was placed at the disposal of our voyageurs by the officer in charge. The nights have been cold but clear, and a magnificent aurora appears to-night, stretching clear across the zenith, and lighting up the surface of the earth, almost like noon-day. The "husky" dogs are uncanny creatures, and kept most of our party awake by their everlasting howling, in which they resemble wolves much more than dogs.

August 10th. Started to-day on our return journey to Norway House. The wind failed us and we had to have recourse to "tracking," the crew dividing themselves into two gangs, and alternating the "tracking" at certain stated intervals. "Tracking" means hauling the boat by means of ropes along the shore. It is difficult at times, owing to the steep and slippery nature of the banks. We were joined at breakfast by an Indian from Trout Lake, accompanied by his wife, his mother-in-law and three children. He stated that they had had nothing to eat for nearly two days. He seems a shiftless sort of a fellow, but we could not let the women and children starve. They remained in our company a day and a half, and we sent them off with a store of provisions. The nights are very cold and damp, and we are still under the climatic influence of the bay. We did fifty miles in the last two days, which was very good travelling, considering that we are going up stream, and that the crew have been "tracking" most of the way.

August 12th. The Lieutenant-Governor went trolling this morning. Caught a fine speckled trout, a most unusual catch with a spoon. Throughout our trip whenever opportunity offered, as at our camping grounds or when portaging and waiting for the boat to run the rapids, we have caught abundance of fish. We have also shot a quantity of wild duck and wild geese. Have seen deer and fresh traces of moose and bear, but as this trip was not undertaken for sport, these matters are only mentioned here incidentally. Our York boat is the last mode of conveyance which one would adopt on a shooting expedition, as it is a cumbrous, clumsy style of boat, only propelled with considerable noise, which would frighten away game of any kind.

August 13th. Broke camp, as usual, at 4 o'clock a.m. "Tracking" until nearly eight o'clock, when we entered the Hill River. "Tracking" very good until noon,

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when, owing to the high clay cliffs it becomes more difficult, in some places the banks being almost perpendicular, while again in others, owing to the swampy nature of the soil, the men sink knee deep, and but little progress is made. This afternoon we met a canoe containing an Indian missionary and his son. They were on their way to meet the Rev. Mr. Lofthouse, Church of England Missionary at Fort Churchill, who is on his way to England by way of Winnipeg. The Missionary's name is Keet-chi-Keesick, the literal translation being "Great Heavens." He seems a fine specimen of a Cree, and most intelligent. His object in meeting Mr. Lofthouse was to induce that gentleman to visit Split Lake, where there is a Church of England Mission. Keet-chi-Keesick parted from us cheerily, and we could hear him as he paddled along singing in the Cree language a French-Canadian boat song, the air of which seemed quite familiar.

August 14th. For the first time in four days we do not have recourse to our "tracking" tackle. We portage at Porcupine Rapids, and two hours later at the Rock. At Borrowicks, otherwise known as Right Foot Portage, we lose our stern plate, but as we had an extra one with us, from York Factory, the damage was soon repaired. We poled up a small rapid "full cargo," and reached White Mud Portage about half-past seven, where we camped for the night.

August 15th. This being Sunday, we lay in camp all day. The crew are given an extra feast, in the shape of dried apples, beans, &c., &c. They are a well behaved and pleasant lot of men to travel with. It would be impossible to find a crew of twelve white men, in the same rank of life, who would carry themselves with so much modesty and politeness, and such unfailing courtesy towards each other. How far their religious teachings have sunk into their hearts, it is not for us to say, but they certainly respect the outward observances, such as grace before meat. They open and close the day in their tents with singing and prayer, in which all join. Their hymns are merely translations into the Cree language of some of the most beautiful hymns in the Methodist and Church of England hymn books. This work of translating has been admirably done by the Rev. John Macdougall. Their prayers, when translated, are very simple in their language, consisting of direct appeals to a protecting Providence. To one who does not understand their language, there is a fervour and earnestness, a rhythmic flow of rhetorical declamation, which is very impressive.

August 16th The Hill River at this point is a succession of rapids, to navigate which requires a steady hand and clear head on the part of the guides, and implicit obedience and great muscular strength on the part of the crew. We made several portages during the day, and passed the Big Hill in the afternoon. Among others, we portaged at Point of Rocks, Root Portage and Double Portage, and poled up a series of rapids known as the Crooked Group.

August 17th. Damp, foggy morning, but not cold. The weather throughout our trip has been pleasant, very similar to the ordinary Manitoban summer or the summer in northern Ontario. We have felt the cold far more on the north shore of Lake Superior than throughout this trip, if we except the days when the north-east winds were coming down off the bay. The scenery of the upper part of the Hill River is very picturesque. The river is studded with numerous prettily wooded islands. On one of these we stopped, and each of the younger members of the crew left a mark on a tree as a memento of their first trip to York. About noon we pass Soldiers' Island, so-called because some of the Imperial troops, under the command of Lieutenant-Colonel Crofton, had camped there on their way to Fort Garry, upwards of fifty years ago. Here we get our last glimpse of the Hill. By running into Black Water Creek, we avoid a series of dangerous rapids. A storm coming on about four o'clock p.m., we make for Burnt Wood Island, where we camp for the night.

Throughout our entire trip we come from time to time upon immense tracts of burnt timber. Every opportunity has been taken at pow-wows and in conversations to impress upon the Indians the importance of the prevention of forest fires; that their carelessness in the past in this respect has caused great destruction of game. They invariably promise to be most careful in the future in extinguishing camp fires before striking camp.

August 18th, 19th and 20th. Leave Hill River, cross Lac de la Savanne with a fair wind. Pole up the Jack River and enter Knee Lake. A double sun is seen this evening (Thursday), which the Indians say is a sign of bad weather. Stopped at an island in the lake to hunt a lynx which some of the Indians had seen. An hour later, when breakfasting at Indian Point, one of them shot a mink. Lynx, mink, seagull, everything goes into the Indian's common pot. We stopped at the Magnetic Island, and got specimens of its iron ore. In the afternoon we entered Trout River. Portaged at Trout Falls, where we met a number of Indians from God's Lake, who supplied us with white-fish, and to whom we gave flour, bacon, tea, sugar and tobacco.

August 21st. Portaged this morning at Lower Knife Rapids, Upper Knife Rapids, and poled up several smaller rapids. A favourable wind arising, we sailed across Oxford Lake to Oxford House, which we reached at 4 p.m., being met by Mr. Matheson, the company's officer in charge. We remained at Oxford House until the afternoon of Tuesday, the 24th of August. We had several interviews with the Rev. F. G. Stevens, the newly appointed missionary, who had just returned from a trip to God's Lake. Mr. Stevens takes a somewhat gloomy view of the prospects of the Indians in his mission. He favours a scheme for transplanting them to the neighbourhood of Fisher Bay on the west side of Lake Winnipeg, or to some equally suitable locality. The trouble is that none of the hunters would go willingly; only the old and infirm, who are incapable of work, would consent to be transplanted, and even they, only with the expectation that the Government would maintain them during the rest of their lives. There is plenty of good soil about Oxford House; there is a fine garden attached to the post, but not one-quarter the amount of land which was cultivated forty years ago is under cultivation now. This arises from the want of industry among the Indians themselves, and from the absence of some one to lead them, and to show them how to cultivate the soil to advantage. Many of the inhabitants of the British Isles, not to speak of other countries, are worse off than the Indians of Keewatin. There is just this difference, when they are suffering from destitution, they have an immediate appeal to a generous-hearted public; but the Indians of Keewatin, when they are suffering, have only one source of appeal—the company. That appeal has never failed yet, so much the worse for the company. Still, it is a common thing to hear white men in and out of the district assailing the company. Failing the hundredth, they forget the ninety-nine other favours which they received.

We had a pow-wow in the office of the company's post on Tuesday forenoon. Addresses were made by Peter Muskego, the Chief of the Swampy Crees at Oxford House, Alexander Muskego and Henry Robinson. The two latter urged that a treaty might be made with the Oxford House Indians. The Lieutenant-Governor promised to lay the matter before the Superintendent General of Indian Affairs. He warned them about the loss occasioned by carelessness in leaving fires behind them when they break camp. Explained to them the meaning of thrift, and urged them in times of plenty to put away something for the day of need. They must learn to look ahead, as the white man does. He told them all about our Great White Mother, the Queen, her long and glorious reign, and her Diamond Jubilee. In her honour he had arranged with Mr. Matheson, the Hudson's Bay officer in charge, that a certain amount of bacon, flour, tea, sugar and tobacco be divided among the heads of families, who were to take their shares home to be enjoyed with their wives and children.

We left Oxford House at half-past two on Tuesday, accompanied by two of the company's boats, laden with furs. In one of the boats was a sick man who was going to be treated at the Winnipeg Hospital.

August 25th. To-day was spent in portaging and tracking up rapids. "White Duck," "Barking Crow," and "Black Wolf," follow each other in rapid succession, and at four o'clock in the afternoon we crossed Windy Lake. Leaving the lake, we enter a small river, the banks of which are covered with burnt wood, camping a few miles below Hell's Gates Rapids.

August 26th. For some miles this morning we traversed a swift narrow stream, shut in by high granite cliffs, which extend for some miles, until Lower Hell's Gates is

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reached. This is a corruption of an Indian word, which mean's "Spirits' Entrance." It took nearly two hours to portage the three boats over Lower and Upper Hell's Gates Rapids. With a fair wind, we hurry along, and reach the Robinson Portage at noon. We are fortunate in having the two other boats in our company, as with the assistance of their crews we cross the Robinson Portage in short order, and sail up the Etchemamis River, camping for the night on its left bank.

August 27th. Started at 5 o'clock this morning, reaching Height of Land Portage at seven o'clock. After breakfast hauled our boats across, and entering the other branch of the Etchemamis poled along for hours in the low waters of this stream. At six o'clock we entered Hare Lake, or "Hairy Lake," as some call it, in consequence of the immense number of reeds and rushes which obstruct its waters. A thunderstorm being imminent, we hastened to camp on a small, rocky island, and none too soon, for presently the fiercest storm we had encountered during our trip burst upon us in all its fury. However, after some hours it exhausted itself, and about ten o'clock the weather cleared up and the sky was bright and star-lit.

August 28th. Left Hare Lake this morning and entered the Sea River, which is a branch of the Nelson. Portaging our boat to Sea River Falls, we followed the course of the Sea River until we entered Little Playgreen Lake, or as it is sometimes called Ross Lake, over which we sailed to Norway House, which we reached at half-past seven, and where we were cordially welcomed by Mr. J. K. Macdonald, J.P., who is in charge of the Norway House District.

August 31st. A deputation of Indians waited on the Lieutenant-Governor to-day, who complained that the terms of the treaty as set forth by the Government had not been adhered to. Jacob York, for instance, claimed that they were promised that every five families in the reserve were to get two cows and a yoke of oxen, also twine and ammunition, but that in the last treaty payment only twine was received. His honour promised to have this matter looked into. The Government could only be bound by the actual terms of the treaty, and advised them not to mistake what was given by way of presents for the actual terms of the treaty agreement.

Sept. 1st. Some of the members of our party went on an excursion up the river to-day, visiting the white settlers, nearly all of whom are old Hudson's Bay men. They seem fairly well-to-do, and contented with their lot. The Lieutenant-Governor visited Hector Morrison, an old Orkney man from Stornoway. Hector was for over sixty years in the service of the company. He was with Dr. Rae on two of his arctic explorations, and although eight-three years of age is still a handsome, hale and intelligent old man.

Sept. 2nd. Visited the Norway House school this morning. It is on the Jack River, about four miles south-east of the Fort. This school is in charge of Mr. Hardiman, who has only lately succeeded to it. There is great room for improvement.

Sept. 14th. Received word last night that the steamer "Red River" was at Warren's Landing, and that we would have to go down there in York boats, as the weather was too rough for her to venture up to the Fort. This was good news, as we had been waiting upwards of a week for the arrival of the steamer, and had become quite impatient at the prolonged detention. Mr. J. K. Macdonald, who was sending down a load of furs for the company, considered the weather too rough to start to-day.

Sept. 15th. Started this afternoon for Warren's Landing, accompanied by three York boats, laden with the company's furs. Owing to the unfavourable weather, could not make the landing, and had to camp on an island in Playgreen Lake.

Sept. 16th. Made an early start and reached the landing this forenoon, transhipped the furs and unloaded a quantity of flour and other goods that had been sent up for the company. The three York boats started back for the Fort. Before leaving, they each and all shook hands with us, and at starting gave us three hearty cheers and called out that they wanted the "Keechi-ogimaw" (great white chief) to come back to them again. Owing to the unfavourable weather, the steamer lay at Warren's Landing until the

morning of the 18th September, and did not reach Selkirk until late on the night of the 21st.

Sept. 22nd. The Lieutenant-Governor visited Dynevor Hospital, near Selkirk, this afternoon, where a number of Indians from Keewatin are being treated; and also the lunatic asylum at Selkirk, where he made inquiries after the Indians confined there. We drove up to Winnipeg the same evening.

Appended is a list of the portages from Norway House to York Factory.

List of Portages on Boat Route from Norway House to York Factory.

	Yards.
1. Sea River	63
2. Second Dam	26
3. First Dam	28
4. Painted Stone	16
5. Robinson or White Fall Portage	1,760
6. Upper Hell's Gates	60
7. Lower Hell's Gates	240
8. Upper Chute	42
9. Crooked Chute	40
10. Moore's Island	56
11. Lower Portage	83
12. Todd's Rapids or Upper Portage	50
13. Knife Portage	59
14. Creek Fall	34
15. Trout Fall	50
16. Upper Portage	56
17. Middle Portage	61
18. Long Portage	429
19. Lower Portage	62
20. Ground Water Creek	54
21. Devil's Portage	80
22. Upper Portage	58
23. Sound Portage	42
24. Mossy Portage	360
25. Smooth Rock Portage	87
26. Swampy Portage	170
27. Rocky Ledge Portage	64
28. Morgan's Portage	210
29. Lower Burntwood Portage	276
30. Brassey's Fall	254
31. Point of Rocks	75
32. White Mud Portage	100
33. Borwick's Fall	40
34. The Rock	60

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PART VII.

ROCKY MOUNTAINS PARK.

Department of the Interior.

ROCKY MOUNTAINS PARK.

BANFF, 15th November, 1897.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to report on the works, and other particulars connected with the Rocky Mountains Park for the twelve months ended the 31st October, 1897.

Having been present in Banff, only during the latter portion of the year, I am unable to give accurate details of all work, and the information herein is such as I have been able to gather from the source at my command.

ROADS.

About the middle of November a very severe snow storm lasting some days, occurred, the snow reaching a depth of four feet on the level, entirely stopping traffic and causing great inconvenience. Roads were finally made with the combined help of the citizens interested, the mounted police stationed here and the men engaged by this department.

During the summer work was carried on continuously in repairing roads which having been a long time in use, require repairing continuously.

About three miles of new road was cut out in the neighbourhood of Vermillion lakes. This is now useful in getting out wood and hay, but with some improvements would be a much-used addition to the pleasant drives in the park.

BRIDGES.

The bridges over Cascade River at the Canyon and over the Minnewanka River were rebuilt last spring, and the bridge over the Bow was replanked.

A temporary bridge was erected at Anthracite, which will have to be renewed, as it will not stand high water.

On the night of June 16th a most disastrous flood occurred, doing great damage in all the valley of the Bow River, flooding the mines at Anthracite and causing great and financial loss to many.

The iron bridge across the Spray River was lifted from its foundations and carried quite a distance down the stream, the piers were also washed away, and the whole course of the river changed and widened, so that even now were it possible to recover and repair the iron work at a reasonable cost, which is doubtful, it would not be suitable for the present condition of the river.

The site of the old bridge was not in my opinion the safest, and I would strongly recommend the building of a rustic wooden bridge a short distance up the river. The cost of this with the necessary approaches would be about \$2,500, but it appears to be an actual necessity, as the loss has cut off all communication with the longest and one of the favourite drives of the park.

FIRES.

On the 13th September a fire broke out just east of the C. P. R. station, near the track, starting on the north side and crossing to the south side. It burned fiercely for two or three days and was the cause of great uneasiness. The citizens were called out

and did good service in putting it out on the south side next the town. No great damage was done, as fire had previously passed over most of the same ground.

HAY.

Tenders were called for the hay in the park and the highest tender accepted ; the hay was much later than usual owing to the floods, and some of it was spoiled by frost before being cut. The hay crop in the park could be much increased by cutting some ditches at a small expense.

BUFFALO.

On the 18th October a buffalo bull and two cows arrived here from Texas, being donated to the park by Mr. T. G. Blackstock, Q.C., of Toronto.

There being no accommodation for them, I secured the use of the log buildings formerly occupied by the North-West Mounted Police, but vacant for some years, and surrounded same with a heavy fence. This has proved satisfactory for temporary quarters.

The Buffalo, although arriving late in the season, have proved a source of great interest to tourists, and add greatly to the attractions of the park.

I think the contemplated removal to the park in the spring of the herd now owned by Lord Strathcona, will be a move in the right direction and will fully compensate for the additional expense required.

There is a valley on the road to Devil's Lake, about a mile from the C. P. R. station, with a frontage in view from railroad as well as driving road, where from 200 to 500 acres could be fenced in for the accommodation of the herd. It will always be necessary to keep the buffalo enclosed, as they would at once disappear if turned loose, and even if sufficiently tamed to be safe would probably be destroyed by Indians.

MUSEUM.

About 1,400 registered at the museum this season, being a large increase over last year. The exhibits lack a good deal of being as complete as they should be, and I think money would be well expended in adding to the attractions.

I would also suggest that either in connection with the museum or in a separate building, as complete as possible an exhibit should be made of the agricultural and mineral resources of Western Canada, as large numbers of tourists stay over here who do not leave the train in any other part of the Dominion.

VISITORS.

As will be seen by details annexed, the visitors to the park have been largely in excess of the usual rate.

The reputation of the park as a desirable summer resort, appears to be much more widely known than formerly, and many visitors return year after year.

As the large amount of money spent by these visitors, though not directly paid to the Government, spreads in various ways throughout the whole of Canada, and as it is very largely brought in from other countries, it would appear to be profitable for the country at large to expend whatever money is required to add to the pleasure and interest of the visitors and assure their continued visits. In this connection I would strongly urge the extension of the boundaries of the park for the preservation of game and fish, and the cutting of bridle paths for the use of sportsmen and mountain climbers, many of whom make this their headquarters for summer expeditions.

I have the honour to be, Sir,

Your obedient servant,

HOWARD DOUGLAS,
Acting Superintendent.

Department of the Interior.

ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperatures and the general state of the Weather between
1st December, 1896, and November, 1897.

DATE.	THERMOMETER READINGS.				Weather.	DATE.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.				Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1896.						1897.					
Dec. 1.	1 0	16 8	-12 7	-12 7	Fair, squally wind, snow drifting.	Jan. 4.	17 0	20 2	1 5	1 5	Cloudy, light snow, squally wind.
" 2.	15 0	29 8	10 5	10 5	Cloudy, light snow, chinook wind.	" 5.	21 2	29 5	17 2	16 5	Fair, squally wind.
" 3.	29 8	36 0	25 2	25 2	Cloudy, snow and rain, chinook wind.	" 6.	32 8	35 8	25 8	22 8	Fair, fresh breeze.
" 4.	34 5	38 8	32 5	32 5	Cloudy, snow.	" 7.	38 8	40 5	33 5	33 5	Cloudy, light rain, gusty wind.
" 5.	33 5	30 8	22 8	22 8	" "	" 8.	37 8	29 2	28 0	24 5	Fair, clear.
" 6.	25 5	25 8	11 2	11 2	Fair, squally wind.	" 9.	26 2	29 8	16 0	16 0	Fair, snow flurries.
" 7.	25 0	33 8	23 8	23 8	Cloudy, chinook wind.	" 10.	28 8	26 2	8 0	6 8	Fair, clear.
" 8.	35 0	46 2	30 0	30 0	Cloudy, light rain, chinook wind.	" 11.	20 8	23 8	5 2	3 8	Fair.
" 9.	44 8	41 2	37 8	37 8	Cloudy, light soft hail.	" 12.	23 2	22 2	4 0	3 0	Fair, snow flurries.
" 10.	38 8	38 8	34 0	32 8	Cloudy, rain and snow.	" 13.	21 8	22 8	15 2	12 2	Cloudy, light snow.
" 11.	33 8	32 2	26 8	23 2	Fair.	" 14.	12 8	21 8	6 2	6 2	Fair, squally wind.
" 12.	23 8	24 8	4 0	4 0	Cloudy, snow and rain.	" 15.	19 5	20 2	8 5	8 5	Cloudy, light rain; lunar corona.
" 13.	26 5	37 2	24 0	24 0	Cloudy, flurries of snow.	" 16.	20 2	18 2	5 2	4 8	Fair.
" 14.	30 8	18 5	2 0	2 0	Fair, lt. snow.	" 17.	15 2	25 8	4 5	4 5	Cloudy, squally wind.
" 15.	15 8	14 5	5 2	5 0	Fair.	" 18.	24 5	30 2	20 0	20 0	" snow.
" 16.	5 5	-1 0	-11 2	-11 2	Fair, clear.	" 19.	28 0	27 8	20 2	19 2	Cloudy.
" 17.	-1 0	20 8	-4 1	-4 1	Fair.	" 20.	24 5	29 8	8 2	8 2	Cloudy, squally wind, snow; snow drifting.
" 18.	20 2	26 2	14 2	14 2	Cloudy, gusty wind.	" 21.	32 5	28 8	27 8	21 0	Fair, snow.
" 19.	26 0	32 2	24 5	24 5	Cloudy, squally wind.	" 22.	26 0	26 5	13 0	0	Cloudy, snow, squally wind; snow drifting.
" 20.	39 0	44 8	30 0	30 0	Fair, squally wind.	" 23.	1 2	-5 2	-8 2	-16 1	Fair.
" 21.	39 8	45 2	34 5	34 5	Cloudy, gusty wind.	" 24.	-14 8	-21 2	-37 6	-43 0	Fair; telegraph wires snapped with frost.
" 22.	42 0	37 0	36 0	29 5	Cloudy, light snow.	" 25.	-25 5	-12 2	-40 0	-40 0	Fair; roads bad from drifts.
" 23.	30 2	25 5	20 5	18 5	Fair.	" 26.	-15 0	-6 8	-31 8	-32 8	Fair.
" 24.	22 2	32 8	12 8	12 8	" "	" 27.	-14 0	-7 8	-28 6	-29 6	"
" 25.	30 8	34 0	24 8	24 8	Fair, beautiful day.	" 28.	-13 2	-14 2	-26 7	-26 7	Cloudy, squally wind.
" 26.	33 5	36 5	23 8	23 8	Fair, squally wind.	" 29.	13 8	25 0	8 8	8 8	Fair, hazy.
" 27.	28 0	37 8	24 8	24 8	Cloudy, squally wind.	" 30.	25 8	34 8	19 5	19 5	Cloudy, squally wind.
" 28.	39 8	43 2	36 2	36 2	Fair, perfect day.	" 31.	29 8	33 5	24 5	24 5	Cloudy.
" 29.	39 8	29 2	23 0	17 0	Fair, snow.	Feb. 1.	32 2	27 8	7 5	4 2	Fair.
" 30.	29 0	33 5	22 8	22 8	Cloudy, snow.	" 2.	27 2	34 5	9 2	9 2	Cloudy.
" 31.	32 8	29 2	26 5	24 5	" "	" 3.	33 2	33 2	21 0	21 0	Cloudy, lt snow
1897.						" 4.	30 0	31 5	22 2	22 2	" "
Jan. 1.	25 8	19 5	12 0	9 0	Fair; aurora.	" 5.	30 5	19 8	12 5	8 2	" "
" 2.	12 0	15 2	2 0	2 0	" "						
" 3.	8 2	14 2	-9 0	-10 4	Fair, squally wind, snow drifting.						

MAXIMUM and Minimum Temperatures, &c. - *Continued.*

DATE.	THERMOMETER READINGS.				Weather.	DATE.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.				Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1897.						1897.					
Feb. 6	11.5	18.0	-1.5	-1.5	Fair, snow flurries.	Mar. 20.	23.0	27.8	2.5	1.8	Fair, snow flurries.
" 7.	17.5	32.2	10.2	10.2	Cloudy.	" 21.	22.8	23.5	3.8	2.8	Fair, snow, aurora.
" 8.	29.0	32.8	18.0	15.2	Fair.	" 22.	19.8	28.0	-8.2	-8.2	Cloudy.
" 9.	27.8	29.2	5.5	5.2	Cloudy.	" 23.	25.2	37.5	18.0	18.0	Cloudy, squally wind, soft hail.
" 10.	26.8	31.0	15.2	15.2	Cloudy, squally wind.	" 24.	36.2	42.8	31.0	31.0	" " "
" 11.	30.5	29.8	25.2	22.5	Cloudy.	" 25.	38.8	39.8	23.5	23.5	Cloudy, snow and light rain
" 12.	22.5	14.8	-7.9	-12.4	Fair, clear.	" 26.	39.5	32.8	26.5	24.8	Fair.
" 13.	11.2	18.2	-3.5	-8.4	Fair, snow flurries.	" 27.	30.8	37.5	20.2	20.2	Cloudy, snow flurries.
" 14.	13.5	22.8	5.0	3.2	Fair.	" 28.	35.0	38.8	16.8	16.8	Cloudy; poplars and willows budding.
" 15.	19.2	24.8	4.8	4.8	Cloudy, snow.	" 29.	37.0	32.2	27.8	27.8	Cloudy, snow, ruby finches seen.
" 16.	25.8	25.2	21.8	18.8	Fair.	" 30.	29.5	34.8	14.5	13.8	Fair, aurora.
" 17.	18.8	23.2	-8.7	-10.2	"	" 31.	30.8	41.2	1.8	1.8	Fair, clear aurora.
" 18.	19.5	23.2	-3.5	-6.6	Fair; willows found budding.	April 1.	35.5	34.8	11.8	11.8	Cloudy; waxwings and robins seen.
" 19.	16.8	16.8	-10.7	-13.2	Cloudy.	" 2.	33.8	39.8	27.8	27.8	Fair, lt. snow.
" 20.	13.2	17.2	-10.4	-11.7	Fair, aurora.	" 3.	36.0	38.8	29.8	29.8	" "
" 21.	10.2	8.2	-14.4	-14.4	Fair, lt. snow.	" 4.	35.8	41.2	27.0	27.0	Cloudy, snow, blue birds, eagles, and juncos seen.
" 22.	0.5	22.2	-13.0	-13.4	Fair; Devil's Lake ice 2 ft. 6 in. thick.	" 5.	38.2	42.0	27.8	27.8	Cloudy, light snow; Bow River open g.
" 23.	22.2	28.2	15.5	15.5	Cloudy; Bow River ice 14 in. thick.	" 6.	37.0	42.2	21.0	21.0	Fair, geese flying north.
" 24.	27.2	34.2	22.0	22.0	Fair.	" 7.	38.8	43.5	23.8	23.8	Cloudy, snow flurries.
" 25.	29.6	32.5	20.5	20.5	Fair, aurora.	" 8.	39.5	45.2	27.0	27.0	Cloudy.
" 26.	26.8	35.0	0.5	0.5	Fair, hazy.	" 9.	41.8	49.2	35.8	35.8	Cloudy; main road free of snow.
" 27.	33.5	29.0	23.2	14.8	Cloudy, snow, squally wind, snow drifting.	" 10.	45.8	46.5	39.2	35.5	Cloudy, rain; many snowslides from local mountains.
" 28.	14.8	16.5	3.2	-2.2	Fair.	" 11.	35.5	45.5	32.5	32.5	Fair; grass becoming green.
Mar. 1.	14.0	15.2	-13.7	-17.3	Fair, clear.	" 12.	42.2	47.8	25.2	25.2	Fair.
" 2.	8.2	25.8	-11.7	-13.2	" "	" 13.	45.5	46.8	29.8	29.8	Cloudy; sleighing gone.
" 3.	21.8	36.2	5.8	5.0	" "	" 14.	46.0	50.3	32.2	32.2	Fair, rain and snow; Bow River open; butterflies around.
" 4.	32.2	23.0	20.2	5.8	Cloudy, snow, squally wind, drifting.	" 15.	50.3	55.1	26.0	26.0	Fair, perfect day; swallows arrived.
" 5.	6.5	5.0	-14.5	-16.1	Cloudy, snow, squally wind.						
" 6.	-0.8	0.5	-19.9	-21.6	Fair, lt. snow.						
" 7.	-3.5	14.5	-28.5	-29.8	Fair, clear.						
" 8.	9.2	24.2	-18.3	-19.4	Fair.						
" 9.	20.2	22.2	-8.1	-8.1	Fair, hazy, snow flurries.						
" 10.	12.8	10.0	-9.4	-9.4	Cloudy, hazy, snow, squally wind.						
" 11.	4.8	-0.2	-6.6	-7.1	Fair, gusty wind.						
" 12.	-6.2	5.5	-21.6	-23.6	Fair, lt. snow.						
" 13.	-1.2	17.5	-22.6	-22.6	Cloudy, hazy.						
" 14.	15.8	28.8	0.8	0.8	Fair.						
" 15.	26.2	37.8	20.0	20.0	Fair, squally wind.						
" 16.	32.8	38.5	13.8	12.2	Fair, snow.						
" 17.	31.5	34.5	18.2	18.2	Cloudy.						
" 18.	30.8	33.2	14.2	12.8	Cloudy, snow.						
" 19.	28.5	27.8	-0.2	-1.5	Cloudy, lt. snow.						

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MAXIMUM and Minimum Temperatures, &c.—Continued.

DATE.	THERMOMETER READINGS.				Weather.	DATE.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.				Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1897.	°	°	°	°		1897.	°	°	°	°	
April 16.	50·6	59·4	25·2	25·2	Fair, perfect day.	May 15.	72·4	76·0	38·5	38·5	Fair, perfect day.
" 17.	55·1	60·7	33·8	33·8	Fair; anemones in bloom; snow in patches.	" 16.	72·7	76·0	33·2	33·2	Fair, slight smoke.
" 18.	57·9	55·9	28·0	28·0	Fair, perfect day.	" 17.	70·0	73·4	44·5	44·5	Cloudy, smoky, light rain.
" 19.	55·3	64·0	26·8	26·8	Fair, perfect day.	" 18.	59·7	73·4	39·8	39·8	Fair.
" 20.	62·0	50·9	28·5	28·5	Cloudy, lt. rain, aurora.	" 19.	69·4	75·4	39·5	39·5	Fair; Bow River very high.
" 21.	43·5	37·8	34·2	34·2	Cloudy, rain.	" 20.	73·0	79·4	38·5	38·5	Fair, lt. rain, lightning, rainbow.
" 22.	38·0	49·2	34·8	34·8	Fair.	" 21.	75·4	55·9	42·5	42·5	Fair, squally wind.
" 23.	48·5	51·1	28·5	28·5	Cloudy, gusty wind.	" 22.	53·1	66·0	33·8	33·8	Fair.
" 24.	47·8	54·9	38·8	38·8	Cloudy, squally wind.	" 23.	62·4	72·2	28·0	28·0	"
" 25.	52·3	62·7	43·5	43·5	Fair.	" 24.	68·7	70·4	36·2	36·2	Cloudy, rain.
" 26.	62·0	59·3	37·8	37·8	Fair, very squally wind, light rain.	" 25.	61·7	53·9	42·0	42·0	Cloudy, rain, smoky.
" 27.	50·6	41·5	28·0	28·0	Fair, snow flurries; Devil's Lake open.	" 26.	51·9	64·4	32·8	32·8	Fair.
" 28.	36·5	42·2	19·8	19·8	Cloudy, squally wind, snow flurries.	" 27.	62·0	72·4	29·2	29·2	"
" 29.	39·8	48·2	33·5	33·5	Cloudy, snow flurries, squally wind.	" 28.	69·2	81·4	37·0	37·0	" smoky.
" 30.	45·5	61·7	41·8	41·8	Fair, squally wind.	" 29.	74·7	75·4	41·2	41·2	" "
May 1.	59·0	57·9	35·2	35·2	Fair, rain.	" 30.	71·4	67·0	41·5	41·5	Cloudy, smoky, thunderst m.
" 2.	47·5	58·6	28·2	28·2	Fair.	" 31.	61·4	60·7	43·0	43·0	Cloudy, rain.
" 3.	54·6	66·4	31·8	31·8	Fair, squally wind.	June 1.	56·7	49·8	40·8	40·8	" "
" 4.	65·2	66·7	31·2	31·2	Fair, forest fires.	" 2.	47·2	56·3	37·0	37·0	Fair.
" 5.	65·7	69·0	29·8	29·8	Fair, smoky, thunderst'm.	" 3.	53·6	62·2	34·8	34·8	Cloudy, light rain.
" 6.	67·4	59·0	43·5	43·5	Cloudy, rain and soft hail.	" 4.	55·9	56·9	35·8	35·8	Cloudy, rain.
" 7.	49·1	44·8	35·5	35·5	Cloudy, light snow; Bow River rising rapidly.	" 5.	54·3	68·0	38·0	38·0	Fair.
" 8.	40·8	51·1	35·5	35·5	Cloudy.	" 6.	63·2	66·2	43·5	43·5	Cloudy, rain.
" 9.	48·2	54·3	36·2	35·0	Cloudy, snow and rain.	" 7.	64·0	68·0	36·8	36·8	Cloudy, rain, thunder.
" 10.	49·2	56·1	27·5	27·5	Cloudy, squally wind.	" 8.	56·1	62·2	38·0	38·0	Cloudy, rain, thunder.
" 11.	50·8	66·2	35·8	35·8	Fair.	" 9.	56·1	49·8	33·2	33·2	Cloudy, snow.
" 12.	63·0	72·0	34·8	34·8	Fair, perfect day; forest fires west.	" 10.	48·5	62·7	33·0	33·0	Fair.
" 13.	67·7	76·2	29·0	29·0	Fair, perfect day, slight smoke.	" 11.	57·3	53·3	46·2	46·2	Cloudy, light rain.
" 14.	73·4	75·7	36·0	36·0	Fair, perfect day.	" 12.	49·0	59·3	39·8	39·8	Cloudy, light rain and hail.
						" 13.	56·3	66·0	35·5	35·5	Fair.
						" 14.	62·0	67·2	37·2	37·2	Cloudy, light rain.
						" 15.	58·6	56·6	49·5	49·5	Cloudy, rain, lightning.
						" 16.	56·6	59·3	49·2	49·2	Cloudy, rain.
						" 17.	53·6	51·3	48·2	47·8	Cloudy, rain, floods.
						" 18.	47·8	51·6	37·2	37·2	Cloudy, rain.
						" 19.	49·8	65·0	32·0	32·0	Fair.
						" 20.	61·2	76·2	40·0	40·0	"
						" 21.	71·4	76·4	42·0	42·0	"
						" 22.	67·2	73·6	51·2	51·2	Cloudy, rain, thunder.
						" 23.	64·4	68·4	43·5	43·5	Fair.
						" 24.	62·4	70·7	38·2	38·2	"
						" 25.	66·4	73·4	37·2	37·2	"
						" 26.	67·0	69·7	38·2	38·2	Fair, rian.

MAXIMUM and Minimum Temperatures, &c.—Continued.

DATE.	THERMOMETER READINGS.				Weather.	DATE.	THERMOMETER READINGS.				Weather.
	Maximum.		Minimum.				Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.			6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1897.	°	°	°	°		1897.	°	°	°	°	
June 27.	67.7	78.0	39.2	39.2	Fair, rain, thunder.	Aug. 8.	71.7	80.5	41.2	41.2	Fair, rain, thunder.
" 28.	59.6	73.0	51.2	51.2	Cloudy, rain, thunder.	" 9.	72.4	75.4	44.0	44.0	Cloudy, rain, squally wind.
" 29.	62.4	65.4	50.8	50.8	Cloudy, rain.	" 10.	70.7	80.4	44.5	44.5	Fair, rain, thunder and lightning; double rainbow.
" 30.	61.7	65.7	48.5	48.5	Cloudy, lt. rain.	" 11.	74.7	73.2	47.0	47.0	Cloudy, thunderstorm.
July 1.	61.7	65.0	54.0	54.0	Cloudy, rain.	" 12.	54.6	62.0	44.8	44.8	Fair, v. squally wind, rain.
" 2.	59.6	49.5	44.8	44.8	" "	" 13.	58.6	68.4	38.5	38.5	Fair.
" 3.	46.8	65.0	43.0	43.0	Fair.	" 14.	66.0	69.4	42.2	43.2	Fair, perfect day.
" 4.	64.2	57.3	46.2	46.2	Cloudy, rain.	" 15.	68.4	76.4	35.8	36.5	Fair.
" 5.	53.9	55.0	45.2	45.2	" "	" 16.	71.7	77.7	40.0	40.5	Fair, thunder, rain.
" 6.	49.5	47.5	41.2	41.2	Cloudy, thunder storm.	" 17.	60.4	80.0	41.2	41.8	Fair, perfect day.
" 7.	40.2	58.3	38.2	38.2	Fair, rain.	" 18.	78.7	82.0	40.5	40.5	Fair.
" 8.	56.3	60.4	36.5	36.5	Cloudy, lt. rain.	" 19.	80.2	83.7	40.8	40.8	Fair, v. squally wind, rain.
" 9.	59.1	63.0	41.2	41.2	" "	" 20.	79.7	81.7	43.2	43.2	Fair, lt. rain.
" 10.	59.1	75.4	40.0	40.0	Fair.	" 21.	80.4	82.0	43.0	43.0	Cloudy, rain, thunder and lightning.
" 11.	73.2	84.7	40.0	40.0	" "	" 22.	72.7	77.2	44.0	44.0	Fair, hazy.
" 12.	81.4	78.0	49.0	49.0	Fair, squally wind.	" 23.	72.7	81.0	40.8	40.8	" "
" 13.	74.4	75.4	40.2	40.2	Fair, squally wind.	" 24.	77.0	77.0	40.5	40.5	Cloudy, heavy thunderstorm.
" 14.	72.2	75.4	43.8	43.8	Fair, lt. rain.	" 25.	71.8	58.0	42.0	41.0	Cloudy, rain.
" 15.	72.4	69.7	54.2	54.2	Fair, very squally wind.	" 26.	56.3	59.3	36.2	36.2	Cloudy, squally wind, rain.
" 16.	63.0	53.0	50.0	48.5	Cloudy, rain.	" 27.	56.6	58.6	43.2	43.2	Cloudy, rain, lightning.
" 17.	49.8	61.0	41.5	41.5	Fair, rain.	" 28.	57.3	60.0	39.0	39.0	Fair.
" 18.	55.6	65.2	43.0	43.0	Cloudy, rain.	" 29.	56.9	69.7	30.2	30.2	Fair, perfect day.
" 19.	62.4	70.2	48.5	48.5	Fair, lt. rain.	" 30.	66.7	73.0	32.8	32.8	Fair.
" 20.	69.4	65.0	45.8	45.8	Fair, rain.	" 31.	67.7	60.2	39.8	39.8	Cloudy, lt. rain.
" 21.	58.6	55.6	41.8	41.2	Cloudy, rain, thunder.	Sept. 1.	56.9	52.3	41.2	41.2	Fair, lt. rain.
" 22.	51.6	64.7	33.0	33.0	Fair, lt. rain.	" 2.	49.6	56.1	29.0	29.0	Cloudy.
" 23.	62.0	64.4	41.0	41.0	Cloudy, rain.	" 3.	53.9	56.6	35.0	35.5	Cloudy, lt. rain.
" 24.	61.2	59.3	40.2	40.2	Cloudy, rain, thunder.	" 4.	56.6	54.6	40.8	40.8	" "
" 25.	53.9	61.0	40.5	40.5	Fair, aurora.	" 5.	51.2	55.3	38.8	38.8	Cloudy.
" 26.	57.6	73.7	35.2	35.2	Fair.	" 6.	52.6	55.3	37.2	37.2	Cloudy, rain.
" 27.	69.4	73.7	41.8	41.8	Fair, very squally wind.	" 7.	46.8	51.3	34.5	34.5	Cloudy.
" 28.	71.0	71.4	41.5	41.5	Fair, aurora.	" 8.	47.8	45.5	36.8	36.5	Cloudy, rain.
" 29.	67.6	71.7	38.8	38.8	Fair squally wind, partial eclipse of the sun visible.	" 9.	44.6	54.3	26.0	26.0	Fair, aurora.
" 30.	68.4	75.0	40.8	40.8	Fair, lt. rain, thunder and lightning.	" 10.	50.6	62.0	24.8	24.8	Fair, perfect day.
" 31.	65.4	61.7	41.0	41.0	Cloudy, lt. rain.	" 11.	56.9	59.3	33.8	34.5	Cloudy.
Aug. 1.	56.9	57.3	39.8	39.8	Cloudy, rain.	" 12.	55.9	61.0	32.0	32.0	" "
" 2.	52.9	64.7	33.8	33.8	Fair, lt. rain.	" 13.	57.9	62.7	46.2	46.2	Cloudy, rain.
" 3.	59.4	71.7	33.5	33.5	Fair, perfect day.	" 14.	55.3	50.2	42.8	40.0	Cloudy, rain and soft hail.
" 4.	69.2	78.4	36.0	36.0	Fair, perfect day, forest fires.	" 15.	40.0	50.2	21.2	21.2	Fair, clear.
" 5.	76.2	80.0	38.0	38.0	Fair, smoke, sheet light'g.	" 16.	46.8	60.3	28.0	28.0	Fair, squally wind.
" 6.	75.7	76.0	39.0	39.0	Cloudy, rain, thunder, rainbow.						
" 7.	63.4	75.3	38.0	38.0	Fair.						

Department of the Interior.

MAXIMUM and Minimum Temperatures, &c.—*Concluded.*

DATE.	THERMOMETER READINGS.				Weather.	DATE.	THERMOMETER READINGS.				Weather.	
	Maximum.		Minimum.				Maximum.	Minimum.	Maximum.			Minimum.
	6 a.m.	6 p.m.	6 a.m.	6 p.m.					6 a.m.	6 p.m.		
1897.						1897.						
Sept. 17.	56.3	69.4	35.0	35.0	Fair, perfect day.	Oct. 19.	44.8	56.1	29.0	28.5	Fair, lt. rain.	
" 18.	66.7	73.0	29.8	30.2	" "	" 20.	51.2	45.0	36.5	35.2	Cloudy.	
" 19.	69.2	70.4	33.5	33.5	" "	" 21.	43.8	44.0	40.2	38.0	Cloudy, rain.	
" 20.	66.4	72.2	33.5	33.0	" "	" 22.	39.5	40.5	32.0	33.0	Fair, snow.	
" 21.	64.7	73.4	33.5	33.2	" "	" 23.	33.2	39.8	23.2	23.2	Fair.	
" 22.	67.7	70.4	40.8	39.8	" "	" 24.	33.2	43.8	25.8	24.8	Cloudy.	
" 23.	61.7	66.0	36.8	36.0	Fair, forest fire near tank.	" 25.	41.0	37.8	28.8	28.8	Fair, lt. snow, aurora.	
" 24.	61.2	68.0	42.8	42.2	Cloudy, squally wind.	" 26.	33.8	37.2	18.5	18.0	Fair, squally wind.	
" 25.	63.4	69.4	45.5	44.8	Fair, roads very dusty.	" 27.	36.0	47.8	33.0	33.0	Fair, squally wind, perfect day.	
" 26.	66.4	71.4	40.5	40.2	Fair, vy. squally wind.	" 28.	44.8	54.9	30.8	34.2	Fair, perfect day.	
" 27.	66.4	55.3	42.8	42.2	Cloudy, rain.	" 29.	49.2	48.8	36.8	40.8	Fair, lt. rain & snow flurries.	
" 28.	48.5	44.0	31.8	31.5	" "	" 30.	45.0	47.8	34.5	32.2	Fair.	
" 29.	39.8	51.3	33.5	33.0	Fair.	" 31.	44.5	52.3	35.5	34.2	Fair, perfect day.	
" 30.	46.8	58.3	27.0	27.0	Cloudy.	Nov. 1.	51.0	50.2	41.2	40.5	Cloudy, very squally wind, lt. rain.	
Oct. 1.	51.6	51.6	38.5	37.8	Cloudy, thunderstorm.	" 2.	43.2	38.2	27.5	26.8	Cloudy.	
" 2.	41.8	47.8	35.8	35.5	Fair.	" 3.	28.8	36.2	15.8	12.8	Fair.	
" 3.	44.8	50.6	34.5	34.0	Cloudy, squally wind.	" 4.	34.8	37.8	33.5	30.0	"	
" 4.	48.8	57.3	46.8	46.8	Fair.	" 5.	33.8	33.8	28.5	25.8	Cloudy, lt. rain and snow.	
" 5.	55.1	67.4	37.8	37.0	Fair, perfect day.	" 6.	31.8	27.5	18.5	17.8	Cloudy, snow, geese flying south.	
" 6.	58.9	66.2	32.0	31.0	" "	" 7.	26.8	23.0	22.0	13.2	Cloudy, lt snow	
" 7.	61.7	48.2	35.5	34.8	" "	" 8.	17.5	27.2	8.2	17.5	Cloudy, snow flurries.	
" 8.	43.8	52.3	26.2	24.5	Fair, perfect day, aurora.	" 9.	23.8	29.5	19.8	19.8	Cloudy, lt snow	
" 9.	46.2	54.6	29.0	27.8	Fair, perfect day.	" 10.	27.8	31.8	26.5	25.8	Fair.	
" 10.	48.8	55.1	30.0	45.2	Cloudy, rain, vy. squally wd.	" 11.	30.8	27.0	24.5	23.2	Cloudy, snow.	
" 11.	51.9	44.2	31.8	29.0	Fair.	" 12.	24.5	25.0	15.5	14.8	" "	
" 12.	36.8	33.2	23.2	25.2	Cloudy, snow.	" 13.	21.8	24.0	17.5	16.8	Cloudy, snow, Bow River frozen over.	
" 13.	31.5	29.8	23.5	22.0	Cloudy.	" 14.	19.5	16.2	7.2	5.2	Cloudy, aurora	
" 14.	22.2	35.5	9.0	8.5	Fair, snow flurries.	" 15.	9.5	14.0	-11.7	-13.2	Fair.	
" 15.	28.8	39.5	22.2	22.2	Fair.	" 16.	12.0	18.2	-2.2	-3.5	Cloudy, hazy.	
" 16.	37.8	50.2	33.8	34.2	Fair, perfect day.							
" 17.	46.0	56.8	32.8	30.8	" "							
" 18.	51.6	56.6	28.2	27.8	Fair, lunar halo, aurora.							

NORMAN B. SANSON,

Observer.

CANADIAN PACIFIC HOTEL.

VISITORS from 12th May, 1897, to 14th October, 1897.

From where.	Number.
United States.....	970
Canada.....	543
England.....	445
Scotland.....	56
Australia.....	49
Japan.....	32
China.....	32
India.....	28
France.....	22
Germany.....	17
Hawaiian Islands.....	16
New Zealand.....	15
Ireland.....	14
Wales.....	8
Russia.....	6
South Africa.....	3
Switzerland.....	3
Fiji Islands.....	3
Borneo.....	3
Tasmania.....	3
Italy.....	2
Austria.....	2
Spain.....	2
Ceylon.....	1
Total.....	2,275

SANITARIUM.

VISITORS from 31st October, 1896, to 31st October, 1897.

From where.	Number.
Canada.....	1,386
United States.....	321
England.....	45
Scotland.....	16
China.....	16
Australia.....	9
Germany.....	6
New Zealand.....	5
France.....	4
Japan.....	3
Ireland.....	1
India.....	1
Sweden.....	1
Hawaiian Islands.....	1
Chili, South America.....	1
Total.....	1,816

Department of the Interior.

GRAND VIEW HOTEL, HOT SPRINGS.

VISITORS from 31st October, 1896, to 31st October, 1897.

From where.	Number.
Canada	345
United States	48
England	6
Scotland	2
Australia	2
Total	403

BEATTIE'S HOTEL.

VISITORS from 31st October, 1896, to 31st October, 1897.

From where.	Number.
Canada	315
United States	21
Scotland	4
England	2
Ireland	1
Total	343

CAVE AND BASIN.

VISITORS from 31st October, 1896, to 31st October, 1897.

From where.	Number.
Canada	1,091
United States	1,008
Great Britain	336
Australia	30
China	25
Germany	14
France	11
Japan	10
New Zealand	9
East Indies	7
New South Wales	5
Sweden	5
Russia	4
Queensland	4
Honolulu	4
South Africa	2
Ceylon	2
Hawaiian Islands	2
Austria	2
Belgium	1
Total	2,572

MUSEUM.

VISITORS from 31st October, 1896, to 31st October, 1897.

From where.	Number.
Canada	640
United States	450
England	214
Scotland	28
Australia	22
France	14
Japan	8
China	8
New Zealand	8
India	7
Wales	6
Germany	6
Hawaiian Islands	5
Ireland	4
South Africa	3
Russia	3
Switzerland	3
Tasmania	1
Austria	1
Isle of Man	1
Total	1,432

TOTAL number of Visitors to the National Park of Canada from 31st October, 1896, to 31st October, 1897.

Canadian Pacific Hotel	2,275
Sanitarium	1,816
Grand View Hotel	403
Beattie's Hotel	343
Summer visitors residing in cottages and boarding houses, about	250
Total	5,087

EXPENDITURE on Works from 1st November, 1896, to 31st October, 1897.

On what Expended.	Amount.
	\$ c.
Roads	1,803 55
Bridges	605 94
Waterworks	22 00
Clearing land	115 00
Contingencies	700 27
Total	3,246 76

H. DOUGLAS,

Acting Superintendent

BANFF, 22nd November, 1897.

PART VIII

SWAN RIVER VALLEY

REPORT ON SWAN RIVER VALLEY.

OTTAWA, 1st March, 1898.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—In compliance with the request contained in your letter of the 18th June last, I have made a general, though hurried, inspection of that portion of the Province of Manitoba lying north-west of Dauphin Lake, and known as the Swan River Valley.

I was accompanied on my trip by the Minister of Public Works of the Province of Manitoba. The attached map shows the country inspected, the red and blue pencil marks indicating the routes followed.

I may say that the general impression formed from the trip was one of surprise at the large extent of fine land to be found in this district, possessing many attractions to those seeking homes, and lacking only better means of access. The whole area of land within what is known as the Swan River Valley may, I think, be computed at about three-quarters of a million acres. There are in the district which I passed through on my trip between one and two hundred thousand acres of good arable land, chiefly prairie and bluff country, and country covered with small scrub, and to this could probably be added one hundred thousand acres more by the expenditure of a small amount of money in draining. The balance of the land is probably mostly heavily wooded.

GENERAL APPEARANCE.

The Swan River Valley in many respects has the general appearance of the Dauphin country. The land lies at about the same altitude and slopes easterly and north-easterly towards the lake. Amongst the advantages which this district possesses, may be noted :—

1. The large area which it contains of excellent soil, being good sandy loam, with clay sub-soil.

2. Abundance of good water, the Swan, Woody and Rolling Rivers being of the best quality. There are also other streams, such as the Sinclair, Favel, Birch, Woodman and other rivers which take their rise in the mountains and flow through the fertile valley towards Swan River and Lake.

3. The unfailing supply of wood and building timber in the wooded districts, and also the immense areas of solid timber on the Duck Mountain to the south, and the Porcupine Mountains to the north and west.

4. *Hay.*—The large hay meadows extending to the south and west of Swan Lake would seem to render this district specially suited for the raising of cattle, and I may add that I have never seen such extensive hay meadows in any other part of Manitoba. There are also smaller areas of hay land lying along the Swan River further up the valley.

CLIMATIC CONDITIONS.

At the time of my visit about the middle of October, the appearance of vegetation in the valley showed that there had been practically no frosts up to that time, and from the growth on the prairie it would appear that this district enjoys immunity from summer frosts greater than the country lying to the south and west of the Duck

Mountain, presenting in every respect the appearance of the favoured district now well known, namely, that of Dauphin. There are no farmers living in the valley yet, so that grain raising has not been tested there, but I have every reason to believe that it would be equally as successful as in the Dauphin district. The well-known fact should be borne in mind that altitudes have very much to do with grain growing in Manitoba. A glance at the map will show that the best areas in the Province for grain growing are those which lie at an altitude of from eight hundred to thirteen hundred feet above the sea. In every case where a district is subject to summer frost, we also find that the altitude is very high. Most of the Swan River Valley is less than twelve hundred feet above the sea, so that I am led to believe from this as well as other conditions that grain growing would be successful there.

The difficulty which has existed in the past, and which has kept settlers out of the district, is the long distance to travel to get there, and is well illustrated by the route followed in our trip, as shown coloured blue on the accompanying map. Though we took the only available road for wagon, after travelling two days to get to Assissippi, we were no nearer in direct distance than when we left Dauphin. It is pleasing to note here that a wagon road has since been completed connecting Dauphin with the Swan River Valley. This road, which is shown red on the plan herewith, is well located, following the gravel ridge, which is supposed to be the beach of the old Lake Agassiz. I am doubtful if in any other part of Canada a road could be found, for such a length, following such a natural highway. It may be mentioned that it has been opened by the combined expenditure of money from the Dominion and Provincial Governments. All the principal streams have been properly bridged, and the road will be available for travel during the coming season.

The particulars of the route, and observations made and noted at the time of my inspection, are briefly as follows:—

We left Dauphin on Thursday morning, October the 8th, 1897, and travelled westerly across the Gilbert Plains, through the pass between the Riding and Duck Mountains, on the trail to Assissippi, arriving there on the 9th; from thence we travelled northerly on the Pelly trail to Fort Pelly. It may be noted in passing that after leaving Assissippi, for 30 or 40 miles along the westerly slope of the Duck Mountain to the Assiniboine River, a considerable tract of good land was observed which, though almost entirely unoccupied, seems well adapted for settlement, and particularly so for stock raising. We started from Fort Pelly on Monday morning, October the 11th, on the old trail which has been used as a highway for the last hundred years by the Hudson's Bay Company's officials and connects Fort Pelly with Swan Lake, traversing the Swan River Valley, arriving at the mouth of the latter stream on October the 13th. For the first 8 miles, after leaving Fort Pelly, the country is covered with poplar and small scrub, the soil being light sandy loam with clay sub-soil, but I think the altitude is so high that it would not be a safe district for wheat raising. The land for the next three miles along the trail is stony and the soil much lighter, and continues so to the first crossing of the Swan River in about Range 31, the river being at this point about 66 feet in width, with sloping banks of about 150 feet. There is a very swift current here in the spring, as the land falls rapidly after leaving Pelly. Crossing the Swan River to the north side, the trail passes through a much better country for many miles. The valley here is about 30 miles in width between the Duck and Porcupine Mountains. A poor country was then passed through for 7 or 8 miles, the land being stony in places, soil light. A fine tract of country was then entered upon in the vicinity of Township 35, Range 27 West. This good land seems to run towards the west to the slopes of the Thunder Hill near the Manitoba provincial boundary; it extends easterly towards the Duck Mountain and north-easterly to 10 or 15 miles of Swan Lake, or a total distance north-easterly and south-westerly of 25 or 30 miles. The soil is a fine, dark, rich loam, containing just enough sand to make the land easily workable and about 20 inches deep, underlaid by a good clay sub-soil. We tested the soil at various places, and found it in many localities equally as good as any land in our best districts in Manitoba.

At a point on the Swan River, about 12 miles south of the mouth of the Woody River is the site of the old Hudson's Bay Company's post, and at this point we entered upon a tract of fine poplar timber, several miles in extent. From here northerly to the

Department of the Interior.

mouth of the Woody River, the trail passes through magnificent hay meadow, already referred to, and which is apparently miles in extent on either side.

On our return journey we camped at various points, and having with us an Indian guide familiar with the country, we made several exploratory trips on horseback for the purpose of inspecting the country which we traversed, sometimes travelling for distances of 30 miles and returning to our camp at night. The first exploration of this kind I made was towards the Porcupine Mountains, in Range 26, travelling across the Woody River, which at this point is 75 feet wide, and proceeded to within a short distance of the Porcupine Mountains; thence westerly, but parallel to the mountains, a few miles; thence easterly again striking our trail along the Swan River near the survey corner in Township 35, Range 28 West. The country passed through on this trip was sloping and rolling, with patches of poplar, willow and some wind-fall; soil good, though light in places. We made many trips of this kind in order to get a general idea of the country.

Leaving our trail on the north side of the Swan River on Monday, 18th October, we struck southerly and easterly along the north slope of the Minitonas Hill in Township 35, Range 26 West, a distance of about 18 miles. In this district a tract of fine land was passed, mostly open. From my own observations, and from what I have learnt through Indians, it would appear that the largest amount of good land lies to the south of Swan River.

I reached the Favel River on 19th October. At this point we sent our wagon transport back by way of Pelly and Assissippi, and took pack horses over the Duck Mountain, along the line of the colonization road already referred to, which was then being constructed. I may state for your information that on this return trip we travelled through a district, 25 miles in extent, which was at one time covered with first-class spruce timber, but which has since been destroyed by fire. I think it is a fair estimate to place at two hundred million feet the quantity of lumber that has been destroyed in this way on the northerly slope of the Duck Mountain. In pleasing contrast to this, I may state also that as far as I was able to ascertain on the occasion of this trip, there is an extensive area of land on the Porcupine Mountains lying to the north of the Swan River Valley, clothed with a thick growth of green timber, not of a very large size it is true, but of such quality as to fully meet all the requirements of incoming settlers, and some means should be taken at once to protect this large extent of green forest from the ravages of fire.

The colonization road above referred to leaves the Swan River Valley just east of Minitonas Hill, crosses over a point of the mountain, thence following the Duck River till it strikes the gravel ridge already mentioned, and follows this ridge continuously to within nine miles of the town of Dauphin. We travelled on this ridge for 60 miles, and a finer natural road I do not think can be found anywhere.

We reached Dauphin on Friday evening, October the 22nd, having travelled in all nearly 500 miles.

GENERAL REMARKS.

During the past summer, two survey parties have been in the Swan River Valley, have outlined 18 townships, and subdivided 9. Most of the land subdivided is of a very good quality and will be taken up rapidly in the spring. I notice also that the Indian Department had recently surveyed what is known as a "hay reserve" in Township 37, Range 26 West. This reservation takes in all the good hay land in that locality, and it will be a great drawback to the incoming settlers to be thus deprived of the hay. I am of opinion that it is a very unwise thing to continue this reservation here, as not one ton of hay is cut by the Indians, and the land is situated about 50 miles from the reserve on which they live. I would, therefore, strongly recommend that the reservation be thrown open to settlement so that incoming settlers may have a place from which to secure their hay supply.

SURVEYS.

I would recommend that at least one survey party be sent to the Swan River Valley next spring to continue the work of subdivision, and that another party be sent out to out-

line the townships lying along the new colonization road from Dauphin to the Swan River Valley, as far north as the North Duck River. My reason for recommending this is that there is a considerable quantity of very fair land lying along this road which will be required for settlement at once. The surveyors sent out to do this work should be instructed to outline the townships through which the road runs, and to subdivide such portions as they may think may be required for settlement. I would further recommend that the land lying south of the Pine River be surveyed as far south as to connect with the townships that have already been subdivided.

IMMIGRATION.

I have received innumerable inquiries about the lands in the Swan River Valley, and my opinion is that there will be a great rush of settlers to this district during the coming spring. In fact, I do not think that there will be sufficient land surveyed to meet the requirements of all those who will be looking for homesteads, and I wish therefore to again draw your attention to the urgent necessity of having the surveys above suggested proceeded with as speedily as possible.

During the past year we have had a flow of settlers into the Dauphin district exceeding in magnitude any previous record of immigration to Manitoba, and as there is likely to be as great a rush towards this part of the province next year, no time should be lost in preparing for the reception of incoming settlers in the way of having the lands subdivided, so that there may be no delay or complication in enabling them to secure suitable homesteads at once.

A land guide should be appointed specially for the Swan River district, and it may be necessary for your Department to consider the advisability of providing some regulation by the operation of which settlers can make homestead entries at Swan River Valley and not be put to the delay and inconvenience of travelling one hundred miles to Dauphin to make their entry

THEO. A. BURROWS.